

Draft Tyreeanna/Pleasant Valley Neighborhood Plan

Table of Contents

1	Introduction	1
2.	Goals, Objectives, and Strategies for the Neighborhood	9
3	Current Conditions and Constraints in Tyreeanna/Pleasant Valley	17
4	Proposed Future Land Uses	28
5	Areas for Special Planning	37
	Design Principles	53
	Illustrations	60
6	Implementing the Neighborhood Plan	70
	Figure 6. Mixed-Use Village Center (Illustrative Concept Plan)	
	Tyreeanna/Pleasant Valley Village Center Area: Proposed Long-Term Road Network	
	Tyreeanna/Pleasant Valley Future Land Use Map	

Draft Tyreeanna/Pleasant Valley Neighborhood Plan

1. Introduction

A Neighborhood Plan for Tyreeanna/Pleasant Valley

During preparation of the *City of Lynchburg Comprehensive Plan: 2002-2020* (the “Comprehensive Plan”), adopted by the City Council on September 10, 2002, the City identified a neighborhood plan for the Tyreeanna/Pleasant Valley area as a priority project. Completion of the neighborhood plan is essential for several reasons:

- Changes will result from the expected increase in traffic on U.S. Route 460, when the Madison Heights Bypass opens in 2005-2006. There will also be several other changes in traffic circulation through the neighborhood before the Bypass opens.
- With the opening of the Madison Heights Bypass, the neighborhood will become a major gateway to the City of Lynchburg for southbound traffic on U.S. Route 29/460. The design of this gateway represents an opportunity to welcome travelers to the City and the potential for economic development.
- Neighborhood desires, such as sewer service and park facilities. The neighborhood plan represents an opportunity to identify these requests so that the City can consider possible modifications to City policies, then include the appropriate items when developing the capital improvements program (CIP) and budget.
- Changes in land use due to the presence of City facilities, such as the existing landfill, the future landfill, and the wastewater treatment plant. For example, a coordinated planning process will enable the City to prepare for post-closure use of the existing landfill, to develop the new landfill in a manner that will mitigate possible negative impacts, and to consider alternative methods for disposal of the sludge from the wastewater treatment plant.
- The opportunity to determine the most appropriate long-range land uses for the neighborhood and to develop the objectives and strategies that will enable the City and the neighborhood to achieve these goals.

The neighborhood plan (the “plan”) has been prepared within the context of the City’s Comprehensive Plan and reflects the vision, goals, objectives, and strategies presented in the Comprehensive Plan. Preparation of the neighborhood plan is an opportunity to address a smaller area of the City in greater detail, with the participation of area residents and business owners.

In preparing this Plan, the City addressed neighborhood needs and issues from the perspective of both the property owners, residents, and business people in the neighborhood and the City as a whole. The City strives to balance both neighborhood and citywide needs, while taking into account the availability of City staff and funding.

This plan is simply a concept for the neighborhood; it is not a commitment by the City to provide the services and facilities described in the plan. Actually achieving the goals stated in the plan depends on a number of factors, including the availability of funds, the City's other needs, actions taken by state officials, and many other factors.

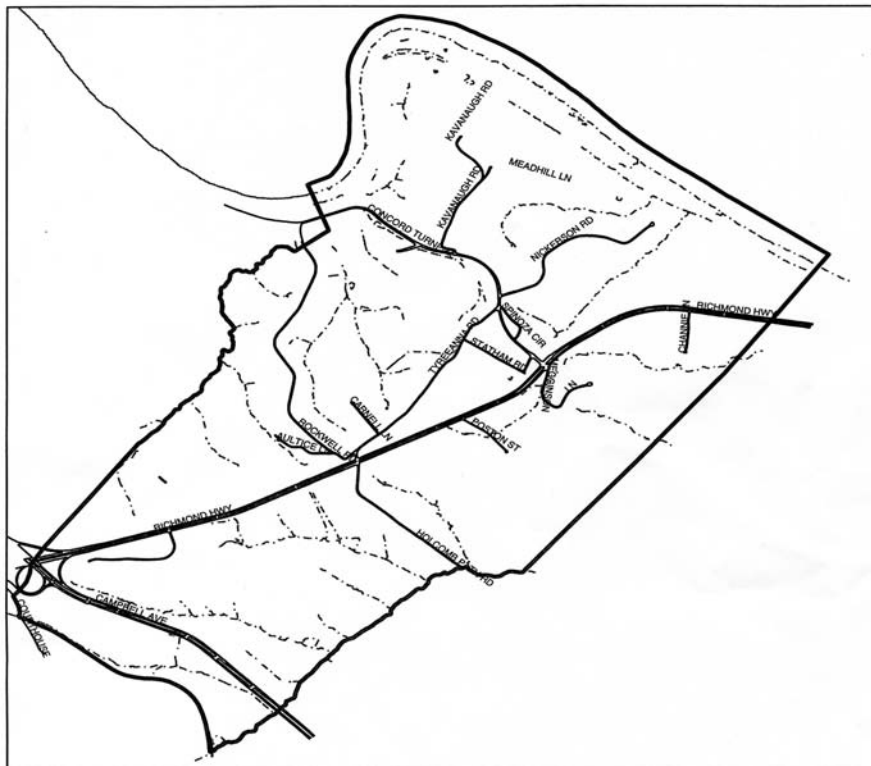
The neighborhood plan recommends future land uses and includes a series of goals, objectives, and strategies designed to guide development of the neighborhood according to the desired land use pattern during the 20-year timeframe of the plan. These land uses will be described in the text of the plan and illustrated on the Tyreeanna/Pleasant Valley Future Land Use Map.

The Area Included in the Neighborhood Plan

The area covered by this Plan is that portion of the City of Lynchburg known as Tyreeanna and Pleasant Valley; that is, the area within the City's corporate limits and generally east of the creek known as "Joe's Branch" that flows between Rockwell Road and Winston Ridge Road, as shown on the map, Figure 1.1.

The neighborhood represents 4 square miles or 8% of the City's 50 square mile area.

Figure 1.1. Area Included in the Tyreeanna/Pleasant Valley Neighborhood Plan.



Neighborhood Planning History

The City began work on the neighborhood plan in 1999, by hiring the consulting team led by Mary Means & Associates, Inc. to work on the plan in conjunction with City staff and the neighborhood. This same consultant team was working simultaneously on the City's Comprehensive Plan. Before the formal neighborhood planning process began, City staff had been working with the neighborhood on issues related to the impacts of the City landfill and wastewater treatment plant.

The process of preparing the neighborhood plan has been driven by a combination of 1) Virginia Department of Transportation (VDOT) actions, 2) issues involving City facilities, and 3) neighborhood concerns.

For several years, VDOT has been designing and constructing the Route 29/Madison Heights Bypass, the James River Bridge, and the interchange that will connect the bypass with Route 460 in the Tyreeanna/Pleasant Valley area. When these projects are completed, the section of the existing Route 460 between the western merge of the new Route 460 and the Campbell Avenue interchange will be the only partially controlled access portion of the entire 16-mile freeway/expressway from the northern terminus of the Route 29 Bypass in the Town of Amherst all the way through Lynchburg. The rest of the 16-mile highway will be limited access. The mile-long section through Tyreeanna/Pleasant Valley represents a potential safety hazard and future "choke point" where the flow of traffic will be forced to slow down or stop at traffic signals.

"Limited access" is the term used to describe freeway-like roads where the only places to get on or off the roadway are at an entrance or exit ramp. "Controlled access" describes roads that also have signalized intersections, but where the number and spacing of driveways and other entrances are regulated. "Partially controlled" is used to describe roads such as Route 460 where there is a combination of driveways, entrances, intersections, and the traffic signal proposed at the intersection with the Concord Turnpike. The median through this section of Route 460 also provides some additional restrictions on access by restricting turning and crossing movements to specific locations.

Before work began on this neighborhood plan, VDOT had been studying the future extension of the Route 29 Bypass southward from Route 460 (Tyreeanna/Pleasant Valley Community) to the vicinity of Route 29/24 intersection (Yellow Branch) in Campbell County. This future extension is called the "Lynchburg Bypass." Two potential corridors were being considered, an "eastern" and a "western" one. Due to the time necessary to select the corridor and construct the Lynchburg Bypass, an interim project with safety-related upgrades to the one-mile section of Route 460 in the Tyreeanna/Pleasant Valley area was programmed. The goal was to complete the safety improvements on Route 460 by the time the Madison Heights Bypass opened. However, with the downturn in the state economy and VDOT's budget reductions for construction, both the Route 460 interim safety improvements and the Lynchburg Bypass corridor study were removed from VDOT's 6-Year Construction Program.

In an effort to blend future land use and transportation needs, the City's first efforts on the neighborhood plan, including initial interviews with stakeholders and the first public workshops, were based on VDOT's interim and long-term alternatives for Route 460. As funding becomes available, an ultimate resolution to address future traffic demands along Route 460 would consider one of the four proposed alternative routes to connect the end of the Madison Heights Bypass interchange with the existing Route 460. One of those alternatives was the existing roadway, a second alternative was located to the north, and the remaining two were south of the existing roadway.

Early in the neighborhood planning process, the City also recognized the opportunity offered by the additional traffic coming into Lynchburg on Route 29/460. The new highway entrance to the City represents a gateway where travelers could be welcomed to the City of Lynchburg and directed to possible destinations in the City. Travelers might also be looking for services such as gas stations, restaurants, and other services. In fact, a potential developer could be expected to approach the City with a request to build facilities to provide one or more of these services. Construction of new businesses in the area would provide revenues to the City, as well as services that might be useful to neighborhood residents.

The Current Planning Process

In August 2002, City staff and land use planning consultants prepared a new scope of work to complete the neighborhood plan based on the existing Route 460. VDOT also hired a consultant, Parsons Brinckerhoff, to prepare an Access/Corridor Management Study for the one-mile section of Route 460 from the merge with the new Route 460 to the Campbell Avenue intersection. The results of this study have been used to make decisions relating to access, building setbacks, and both short- and long-term circulation alternatives.

The City also organized a Neighborhood Plan Steering Committee made up of seven residents and business people in the area. During several public meetings, this committee offered feedback on the plan and other matters. A public workshop was held on February 24, 2003, to solicit input from the neighborhood. The input from that workshop was used to develop this draft plan.

An Overview of Expected Changes in the Tyreeanna/Pleasant Valley Area

Over the next 20 years, the City expects a number of significant changes to take place in or near the Tyreeanna/Pleasant Valley neighborhood. Each of them has been considered during the preparation of this neighborhood plan and incorporated into the goals, objectives, strategies, and the Tyreeanna/Pleasant Valley Future Land Use Map.

Figure 1.2. Timeline of Events in the Tyreeanna/Pleasant Valley Neighborhood 2003-2025

2003	June	New Route 460 opens. Old Route 460 closed at the mid-point to permit construction of the bridge over the connection between the Madison Heights Bypass and the interchange.
	July	Adoption of Neighborhood Plan scheduled.
	September	Organization and first meeting of the Neighborhood Plan Implementation Committee.
2004		Old Route 460 opens to through traffic. Funding for preparation of a plan for post-closure use(s) at the current City landfill included in FY 2005 6-year CIP. Funding also included in the CIP for preparation of plans for new City landfill, to allow time to plant additional trees and otherwise take advantage of the time between 2004 and opening of the landfill in 2014.
2005 - 2006		The Madison Heights Bypass, the bridge over the James River, and the interchange open. First major influx of traffic on the stretch of new/existing Route 460 through the Tyreeanna/Pleasant Valley neighborhood.
2007		The City opens Phase IV of the landfill. At this time, about 8 acres nearest to Tyreeanna Road will be closed and capped (part of Phase I).
2010		Planning begins for post-closure use of existing City landfill.
2014 (approx.)		The current City landfill closes and construction of post-closure use(s) begins.
2025		Projected 51,000 vehicles per day on the new Route 460 without additional development and as many as 66,500 vehicles per day if all potential development shown on the Future Land Use Map occurs.

The City expects the following seven changes to characterize life in the Tyreeanna/Pleasant Valley neighborhood:

1. **Increased Traffic on Route 460.** The new Madison Heights Bypass, James River Bridge, and Route 460/U.S. 29 Interchange are scheduled to open in late 2005 or early 2006. Portions of the bypass may open earlier. The new section of Route 460 is scheduled to open in mid-2003 and the old Route 460 will close for construction of a bridge over the new interchange. The old Route 460 will be closed on both sides of the bridge for approximately six months and is scheduled to reopen in spring 2004.

When the new bypass, bridge, and interchange open, traffic on Route 460 through the neighborhood is projected to increase by approximately 15,000 vehicle trips per day. Such a significant increase in traffic presents serious safety concerns and illustrates the need for alternate circulation patterns to accommodate both neighborhood and through traffic. These safety concerns include the need for safety improvements to the westbound lanes of Route 460 between the point where the new Route 460 merges into the existing roadway and the Campbell Avenue/Route 501 interchange. These improvements were identified and included in plans for the roadway in one of the four alternatives considered in 2001-2002. However, they were dropped due to lack of funding when VDOT dropped the four alternatives from further study.

2. **Lynchburg Bypass Route.** For economic development reasons, the City prefers the “western” route for the Lynchburg Bypass. To encourage the choice of the western route, the City would like traffic to flow through the Tyreeanna/Pleasant Valley area quickly and safely. The City would like to avoid having new businesses locate in such a way that they have direct access on to Route 460. Instead, the area has been planned so that travelers and residents may access a new proposed “Village Center” containing commercial uses from one of the local streets. There will also be an attractive gateway area to welcome travelers to Lynchburg. Further information about the gateway and proposed Village Center is given in Section 5. Areas for Special Planning.
3. **Direct Access Points onto Route 460.** While a decision on the Lynchburg Bypass route is not expected for years, the City wants to increase the likelihood that the western route will be chosen. Preventing any new access points directly on to Route 460 and eliminating as many of the existing access points as possible would make the western route more attractive. Encouraging businesses to locate in a well-planned Village Center area with access from local roads will eliminate the need for additional access points along Route 460. This proposed Village Center will be a mixed use development in the area south of Route 460 and between Holcomb Path Road and Poston Street. The Access/Corridor Management Study was used to prepare this part of the plan.
4. **The Existing City Landfill.** The existing City landfill is scheduled to close in approximately 2014 and the post-closure use or uses chosen can be an amenity for the neighborhood and the City as a whole. Several possible uses have been suggested, among them a park, a natural area, a community garden (possibly with a “farmers market” area), and a golf course (a long-term possibility). Following closure of the landfill, the City is required to monitor and maintain the area for at least 30 years according to a closure plan filed with the Department of Environmental Quality. Due to potential changes in ground level resulting from natural subsidence, some uses (e.g., a golf course or ballfields) are not suitable for the surface of a recently closed landfill. These uses may be suitable after a number of years have passed (estimates are 10 to 20 years) and the subsidence has become minimal. The City will be choosing a short-term or transitional use or uses, and may decide to have a different use once the subsidence has become minimal or stopped.

Closing the old landfill will eliminate the dust, blowing trash, and odors from both sludge disposal and the waste at this site, thereby making some portions of the neighborhood more attractive for additional housing and commercial development.

5. **The New City Landfill.** The City owns a substantial amount of property (over 150 acres) on the north side of the Concord Turnpike, which is being held as the site for the landfill after 2014. The expected life of this new landfill is estimated at 20-25 years. Because the new landfill site slopes in a different direction and because new techniques are available for operating a landfill, it may be possible to mitigate the odor, dust, and litter problems significantly.

The City may also decide to change the sludge disposal method from landfilling as is done now to another method. Since the odor problem now experienced in the neighborhood is primarily from the sludge as it is first dumped in the landfill, changing to another sludge disposal method is likely to have a positive impact on the neighborhood.

6. **Additional Sewer Service for the Neighborhood.** The major commercial or mixed use area proposed in this plan—the Village Center—is in an area that is not sewered. The City does not have a policy of providing sewer service to encourage economic development or neighborhood revitalization. Providing sewer will be expensive, in part because one or more pump stations will be required. Very few businesses would be able to locate without sewer; few of them could exist with a drainfield. In fact, soils in most of the area are not conducive to septic systems.

Sewer service is also not available for many of the residential portions of the neighborhood. Even where it is available, not all homeowners have chosen to take connect to it. In some areas, poor soils are contributing to the failure of existing drainfields. Unless existing drainfields can be repaired or new drainfields constructed, there may be no option except to connect the homes to the City sewer system. Otherwise, these houses may eventually be in violation of health regulations and have a negative impact on the neighborhood.

Public Works and Utilities staff have provided preliminary cost estimates for sewerage much (but not all) of the unsewered portions of the neighborhood. This information is included later in the plan. The City will decide based on the sewer master plan to be prepared and through its CIP and budget process when and under what circumstances additional sewer service will be provided.

7. **Housing.** The location and density of residential areas in the neighborhood are changing due to City actions, the presence or absence of sewer service, the proximity to the current landfill, and the increasing traffic on Route 460. For example, the City has purchased and demolished several houses located in or near the current City landfill. If sewer service were available, the homes and remaining home sites on Rockwell Road, portions of Tyreanna Road, Statham Road, Aultice Lane, and Holcomb Path Road would become more attractive. Future land uses proposed for

many residential areas may not be feasible without sewers. Further, residents of homes facing directly on Route 460 may experience problems with traffic noise.

To summarize, all seven of these changes in the neighborhood have been considered during the preparation of this neighborhood plan, and the plan recommends ways to deal with them.

Organization of the Neighborhood Plan

The Tyreeanna/Pleasant Valley Neighborhood Plan is divided into six sections. Following this introduction, Section 2 presents a list of the goals, objectives, and strategies that will guide development of the neighborhood, along with an explanation of where they came from and how they will be used.

Section 3 covers current conditions in the neighborhood, including its annexation history, demographics, current land uses and zoning, topography, and others. This information is essential for making decisions about future land uses and the treatment of areas experiencing significant changes.

Section 4 defines each type of future land use and describes locations recommended for those land uses, as shown on the Tyreeanna/Pleasant Valley Future Land Use Map.

Section 5 focuses on those areas that are experiencing changes as described above, including gateways, the new Route 460, the “Village Center,” the current City landfill, the future City landfill, and Pleasant Valley Boulevard (the “old” Route 460). These areas are given special consideration and their future described in detail. The last part of this section contains a list of design guidelines for future development in the neighborhood.

Section 6, the final section, addresses implementation of the neighborhood plan, specifically the creation of a neighborhood association and a committee to oversee implementation of the neighborhood plan.

2. Goals, Objectives, and Strategies for the Neighborhood

Introduction

The City's new Comprehensive Plan, adopted on September 10, 2002, contains a vision of what the citizens of Lynchburg would like the City to be in 20 years. Accompanying the vision are a series of goals, objectives, and strategies designed to guide the City toward that vision. This neighborhood plan also contains goals, objectives, and strategies to guide future development in the Tyreeanna/Pleasant Valley neighborhood.

The goals outline broad policies for the neighborhood to work toward. Each of the goals has been subdivided into objectives that address more specific policy areas. The strategies listed under each objective are actual tasks or projects that need to be completed to reach the related goal and objective.

These goals, objectives, and strategies are based on those in the Comprehensive Plan and on neighborhood needs and issues identified during the process of preparing this plan. Many of the comments made during public workshops and neighborhood meetings have been incorporated. The members of the Neighborhood Plan Steering Committee have reviewed the goals, objectives, and strategies.

The goals are based on the following major issues facing the City and the neighborhood:

- The impacts of incompatible land uses on the neighborhood.
- The potential for new infill housing once the current City landfill is closed.
- The significant increase in traffic that will result from the opening of the Madison Heights Bypass, James River bridge, and interchange in 2005-2006.
- The section of Route 460 between the merge with the new Route 460 and the Campbell Avenue/Route 501 interchange is now only partially controlled access, rather than the limited access that characterizes the eight miles of freeway/expressway south and north of this stretch of Route 460. This shift in level of access raises serious safety concerns.
- For economic development reasons, the City prefers the "western" alignment of the proposed Lynchburg Bypass. Improving the partially controlled access portion of Route 460 to controlled access will remove one potential obstacle to the choice of the western route.
- The closure of the City's existing landfill in approximately 2014 offers an opportunity to provide the City and the neighborhood with a major park and/or recreational facility.
- The City's new landfill is planned to open in 2014 across Concord Turnpike from the current landfill. The interval between 2003 and 2014 allows sufficient time to plan for a landfill that will be sited and operated to minimize impacts on the neighborhood.

- The City's wastewater treatment plant is also located on the border of the neighborhood. While the odor control facility that began operating in June 2002 has decreased the odor, it is still present. When sludge is being hauled out of town (rather than landfilled), the potential for odor at the wastewater treatment plant increases due to differences in hauling methods.
- The lack of sewer service in portions of the neighborhood means that most new development is constrained and existing homes or businesses with failing drainfields have do not have the alternative of connection to the sewer system.
- As suitable commercial land in the City is developed and as additional traffic flows into the City from the new Madison Heights Bypass, the City has an opportunity to create attractive gateways to welcome travelers to the City, as well as to encourage development of commercial areas to serve these travelers.
- Residents of the neighborhood, as in other City neighborhoods, will need to play an active role in implementation of this plan.

Goals and Objectives for the Tyreeanna/Pleasant Valley Neighborhood

Goal 1. Conserve, stabilize, and revitalize the Tyreeanna/Pleasant Valley neighborhood.

Objective 1A. Preservation of Existing Residential Areas. Preserve existing residential areas from incompatible land uses and activities.

1) Design Guidelines for Existing Residential Areas. Promote the conservation and rehabilitation of existing residential areas by encouraging compliance with Design Guideline 3.0, included in Section 5.

2) Sewer Service. Determine City policy regarding provision of any future sewer service to existing residential areas that currently rely on septic systems.

Objective 1B. New/Infill Housing. Encourage development of new housing, as soon as conditions in the neighborhood permit.

1) Location of New/Infill Housing. Determine which areas in the neighborhood should have additional housing based on the availability of sewer service and existing and future landfill issues.

2) Design Guidelines for New Residential Areas. Create new housing areas of character and distinction by encouraging compliance with Design Guideline 4.0, included in Section 5.

Objective 1C. Mixed-Use Areas. When conditions permit, encourage development of mixed-use areas, including housing, retail, office, and other compatible uses.

1) Design Guidelines for the Village Center Area. Organize new commercial development in the proposed Village Center area by encouraging compliance with Design Principle 5.0, included in Section 5.

2) Village Center Area. When developers express interest in new commercial development, promote the Village Center mixed use area to discourage more strip development in the City.

- 3) Landfill Issues.** Limit the impacts of the existing and future landfills on commercial development in the proposed Village Center area.

Goal 2. Provide the citizens of the Tyreeanna/Pleasant Valley neighborhood with a safe, efficient, effective, and well-planned transportation network to the maximum extent possible in order to enhance economic development and redevelopment opportunities while preserving the integrity and character of the neighborhood and its natural areas.

Objective 2A. A Connected Neighborhood. Create a connected neighborhood through a grid system of streets, sidewalks, trails, and green spaces.

- 1) Design Guidelines.** Establish this connected neighborhood by encouraging compliance with Design Guideline 7.0, included in Section 5.

Objective 2B. Future Controlled Access on Route 460. Enable the partially controlled access portion of Route 460 to be converted to controlled access to facilitate safer travel on Route 460 and to encourage the choice of the “western” route for the proposed Lynchburg Bypass.

- 1) Access Management.** Limit direct access onto Route 460, as recommended in the Access/Corridor Management Study prepared by Parsons Brinckerhoff.
- 2) Alternate Access.** Encourage developers of vacant parcels to provide access from other roadways and encourage those with existing access to convert to an alternate access whenever possible.
- 3) Design Guidelines for Route 460.** To mitigate the impacts of Route 460, encourage compliance with Design Guideline 2.0, included in Section 5.

Objective 2C. Neighborhood Circulation Network—Short- and Long-Term. Provide a means for residents to travel to and from the portions of their neighborhood on each side of Route 460, without driving on Route 460.

- 1) Pleasant Valley Boulevard.** Designate the “old” section of Route 460 from the City limits to the new Route 460 as “Pleasant Valley Boulevard.” This designation will acknowledge the Pleasant Valley neighborhood just as “Tyreeanna Road” acknowledges that neighborhood. Designs for this boulevard may include provisions for bicycle and pedestrian traffic and parking in the outer lanes.
- 2) Holcomb Path Road/Tyreeanna Road Intersection.** Promote design changes at this intersection to permit safe access to and from the neighborhood while accommodating through traffic on Route 460.
- 3) Loop Circulation System.** Create a loop circulation system, which allows residents to travel throughout the neighborhood without using Route 460.
- 4) A Second Bridge over Route 460.** Evaluate the need for and timing of construction of a second bridge over Route 460 in the vicinity of the Holcomb Path Road/Tyreeanna Road intersection. Consider possible disruptions to adjacent residential areas by construction of the bridge and access roads leading to the bridge.
- 5) Long-Term Circulation Network.** Create an interchange at the intersection of Concord Turnpike and the new Route 460 that includes a bridge over Route 460 so that

traffic can flow unimpeded on Route 460. This will also enable local traffic and travelers who wish to patronize businesses in the neighborhood to have access to all parts of the neighborhood without traveling directly on Route 460. In the event that an interchange is not possible or feasible, develop an alternate long-term circulation network that allows access to/from the neighborhood and does not impede through traffic on Route 460. One possible network is shown on the Tyreeanna/Pleasant Valley Village Center Area: Proposed Long-Term Road Network map.

Objective 2D. Commercial Areas Along the Existing Route 460. Provide alternative access for businesses with frontage directly on the controlled access portion of Route 460.

1) Access for New Development. As new development is proposed for parcels fronting directly on Route 460, require that developers provide access from an interior road or other location rather than directly from Route 460. (See Illustration 6)

2) Building Orientation. Orient the fronts of new buildings internally to the neighborhood and away from Route 460, but encourage new development to present an attractive view for through travelers with the use of landscaping and finished rear building facades (See Design Guidelines 2.3 and 6.0, included in Section 5)

Goal 3. Provide adequate public facilities and services to support the neighborhood's and the City's long-range planning goals and objectives.

Objective 3A. Post-Closure Use of City Landfill. Determine and implement the most appropriate post-closure use(s) for the City's current landfill.

1) Post-Closure Use(s). The Parks & Recreation Department, along with Public Works Department staff, shall conduct a planning process to identify and study possible post-closure uses for the existing landfill and then develop plans to implement one or more of these uses. Consideration shall be given to both short- and long-term uses, the costs and benefits of each possible use, and the benefits to both the neighborhood and the City.

2) Neighborhood Participation. Include representatives from the Tyreeanna/Pleasant Valley neighborhood on the advisory committee that recommends post-closure use(s).

Objective 3B. Development of the New City Landfill. Plan and construct the new City landfill to be located on City-owned property north of Concord Turnpike to minimize the negative impacts on the Tyreeanna/Pleasant Valley neighborhood.

1) Planning Timeframe. Determine the schedule for planning, engineering, and constructing the new City landfill so that it is ready for use when the current landfill closes. Consider participation in a regional landfill or other waste management facility as an alternative to development of the new City landfill.

2) Design Guidelines for the New Landfill. Mitigate the potential impacts of the new landfill on the surrounding neighborhood by encouraging compliance with Design Guideline 2.0, included in Section 5.

3) Interim Actions. Begin investigating and evaluating possible locations for filling in the new landfill as soon as possible. This will enable the City to decide where to locate any berms and/or additional vegetation to mitigate impacts on the neighborhood and to

protect views of the area from the James River and the Madison Heights Bypass bridge.

4) Conserve Existing Landscaping. Preserve existing trees and other landscaping in the area of the new City landfill, where possible, to ensure that adequate buffering is available when the City opens the new landfill in approximately 2014. Vegetation should be removed only after plans for the new landfill are complete.

5) Buffers. When preliminary plans are made for areas to be filled in the new landfill, begin planting trees and other landscaping material to provide adequate buffering.

6) Grading of New Landfill Site. Avoid grading any of the proposed new landfill site until plans for the landfill are prepared. This will preserve areas that might serve as berms around landfill areas.

7) New Landfill Technologies. When preparing plans for the new landfill, evaluate and, if possible, employ new technologies and methods that will maximize the life of the landfill, mitigate the impacts of the landfill (and related sludge disposal methods) on the neighborhood, and shorten the post-closure monitoring period.

8) Sludge Disposal Methods. When preparing plans for the new landfill, evaluate the feasibility of alternative sludge disposal methods to determine whether another method would lessen impacts on the neighborhood.

Objective 3C. Sewer Service. Include the Tyreeanna/Pleasant Valley neighborhood in the City's Sewer/Wastewater Master Plan (included in the FY04 CIP). This study should address sanitary sewer service for all unsewered areas of the City in order to assign priorities for the potential provision of sewer to unsewered areas.

1) Feasibility Study. Determine the feasibility of providing sufficient sewer system capacity to meet the long-term requirements for commercial and residential development and redevelopment throughout the neighborhood, including the most cost-efficient location for lines and pumping station(s).

2) Sewer Service Alternatives. Investigate alternative means of waste disposal for those areas where sewer service is impractical or not cost-effective.

3) Assistance for Failing Drainfields. Encourage owners of unsewered property to consult the Health Department for advice and assistance with failing and any other drainfield problems. Whenever possible, provide information to property owners about methods that they can use to repair or replace failing drainfields.

Objective 3D. Water Service. Increase awareness of the availability of City water throughout the Tyreeanna/Pleasant Valley neighborhood.

1) Information Availability. Continue to provide information on the City's website, in utility bills, and other locations about the availability of City water and the costs to connect.

Objective 3E. Public Safety. Evaluate the impact of the new Route 460 on Police, Fire and Emergency Service (EMS) response times to various locations throughout the Tyreeanna/ Pleasant Valley neighborhood.

1) Neighborhood Meetings. Support the continuing efforts of VDOT and City staff to arrange neighborhood meetings to outline the changes and schedule for new

roads, detours, and related matters in the area. Invite representatives from the police, fire, and EMS departments, as well as the City schools transportation office.

- 2) **Public Safety Improvements.** Adjust police, fire and EMS response routes as roadway changes and detours warrant.

Objective 3F. Neighborhood Amenities. Provide for neighborhood recreational facilities, bicycle/pedestrian trails, and other amenities to improve the quality of life.

- 1) **Provision of Amenities.** Consider the potential for including neighborhood amenities each time a development proposal, road design, or other activity is considered for this neighborhood.

Goal 4. Promote the improvement and revitalization of commercial corridors and districts.

Objective 4A. New Gateway Area. Plan and develop an attractive, well-functioning gateway area at the point where westbound traffic on Route 460 enters the City of Lynchburg so travelers to and through Lynchburg will know they have arrived in the City and will be able to take advantage of nearby commercial areas.

- 1) **Gateway Area Designs.** When preparing designs for the gateways, consult the guidelines listed under Design Guideline 1.0, included in Section 5.
- 2) **Gateway Information.** Provide adequate signs in each gateway to identify the City and other locations, as needed.
- 3) **CIP Funding.** Include funding in the City's Capital Improvement Program (CIP) for new landscaping and signage in the neighborhood gateway areas.

Objective 4B. New Commercial Districts. Encourage development of a new commercial area, the "Village Center," on the southeast side of Route 460 by providing good access and visibility. This area will serve the travelers on Route 460, the Tyreeanna/Pleasant Valley neighborhood, and nearby areas in Campbell and Amherst counties.

- 1) **Village Center Development Proposals.** When development is proposed for this area, or any portion of it, evaluate the possibility of adding additional land uses to establish a mixed use area. (See strategies under Objective 1C. Mixed Use Areas)
- 3) **Commercial Services for Travelers.** In addition to local residents, market the Village Center to potential developers as the site for travel service businesses.

Objective 4C. Businesses along the "Old 460." Encourage the City's Office of Economic Development, the Greater Lynchburg Chamber of Commerce, and other such organizations to assist those businesses now located along the existing Route 460, which will be bypassed by most traffic when the new Route 460 opens.

- 1) **Affected Businesses.** Encourage the City's Office of Economic Development to make every effort to retain existing businesses that will be affected by the opening of the new section of Route 460.
- 2) **Available Assistance.** Notify all of the affected businesses of any City, state, or other sources of assistance for marketing, relocation, or other needs.

Goal 5. Coordinate the timing of major land use changes in the neighborhood with road and infrastructure improvements and changes.

Objective 5A. Timing of the Village Center. Refrain from upzoning the Village Center area until a comprehensive internal road network and public water and sewer service are proffered or are in place. Avoid small-scale, disjointed commercial rezonings.

Objective 5B. Timing of the New Medium Density Residential Area. Refrain from upzoning the planned Medium Density Residential Area adjacent to the Village Center until a comprehensive internal road network and public water and sewer service are made available. Avoid rezonings to more dense residential zoning districts than R-2 until these facilities are proffered or in place.

Objective 5C. Timing of the Planned Employment Area South of Route 460. Control the access of any redevelopment of the Falwell Airport into new employment uses by prohibiting direct access to Route 460 and requiring access from Campbell Avenue.

Objective 5D. Timing of the Planned Employment Area North of Route 460 / West of the Railroad Tracks (Truck Body Area). Refrain from rezoning any additional land in this area to industrial or business districts until alternative access is proffered or provided. No additional access to Route 460 shall be permitted.

Goal 6. Enable Tyreeanna/Pleasant Valley neighborhood residents and business owners to participate in implementation of this Neighborhood Plan.

Objective 6A. Neighborhood Involvement in Future Planning Activities. Include members of the Neighborhood Plan Implementation Committee (see below) in all of the City's planning activities that will affect the Tyreeanna/Pleasant Valley neighborhood. The City shall also make every effort to ensure that members of the Neighborhood Plan Implementation Committee are included in planning activities conducted by other local and state agencies, such as the Virginia Department of Transportation (VDOT).

1) Neighborhood Plan Implementation Committee (NPIC). Establish a committee with 8 – 12 members whose purpose will be to work with City staff on implementation of this neighborhood plan. This committee will be the contact for any City department working in the neighborhood.

2) Neighborhood Association. Establish a neighborhood association to serve the needs of the entire area.

3) Neighborhood Involvement. Determine the most effective structure for neighborhood involvement in future planning activities, including the number and charter of committees, their membership, and their reporting channels.

Objective 6B. Neighborhood Capacity Development. Determine how to improve the capacity of the neighborhood to enhance the quality of life available to its residents.

1) Asset-based Community Development. Conduct a community development assessment to guide the neighborhood in identifying its assets, such as identifying individuals with special skills who can assist in implementation of this plan.

3. Current Conditions and Constraints in Tyreeanna/Pleasant Valley

The History of the Tyreeanna/Pleasant Valley Neighborhood and the City of Lynchburg

The Tyreeanna/Pleasant Valley area was annexed from Campbell County into the City of Lynchburg in 1976. In the “Order of Annexation,” the Circuit Court found that:

The annexation area, when taken together with the present area of the City of Lynchburg, forms a reasonably compact body of land and such area is adapted to city improvements and will be needed in the reasonably near future for development.

As part of the Order of Annexation, the City agreed to provide the Tyreeanna/Pleasant Valley area with water improvements along Route 460, Concord Turnpike, Statham Road, Tyreeanna Road, and Holcomb Path Road. These water improvements have been completed, so that City water is available throughout the area.

The City also agreed to provide some sewerage improvements in the area. One of the sewer lines included in the agreement ran through the area that became the City landfill, so that line was rerouted to a slightly different location. Another short line on Statham Road would have required a pump station, so this line was dropped and another, not in the agreement, was added. City sewer is now available to the same number of households as it would have been had the sewer lines been installed exactly as described in the Order of Annexation.

Current Demographics

According to the 2000 Census, there are 672 people living in the Tyreeanna/Pleasant Valley neighborhood. This represents just over 1% of those living in the entire City. When considering the provision of City services, the City locates each school, fire station, park, or other public facility in the area it serves. Because the population of the neighborhood is such a small fraction of the total City population and most public facilities are intended to serve a larger number of people, very few City facilities are located in the neighborhood. For example, the Fire Department sends units from Station 6 located near Miller Park and from Station 2 on Grace Street to answer calls in the Tyreeanna/Pleasant Valley area. Also, children from the neighborhood attend William Marvin Bass Elementary School located on Seabury Avenue in the Fairview Heights neighborhood.

Table 3.1 includes information about the population of the neighborhood, the ages of its inhabitants, the number and size of households, as well as the numbers of owned, rented,

and vacant dwellings. Each of these figures is compared with the same figure for the City as a whole, showing the percentage represented by the neighborhood.

Table 3. 1. Demographic Information for the Tyreeanna/Pleasant Valley Neighborhood

	City	Tyreeanna/Pleasant Valley	% T/PV of City
Population	65,269	672	1.03%
Male	29,841	344	1.15%
Female	35,428	328	0.92%
Median Age (years)	35.1	38.6	na
Persons Under 20 Years of Age	17,907	179	0.99%
Male	8,847	179	0.99%
Female	9,060	100	1.13%
No. of Households	25,477	271	1.06%
Median HH Size (persons/household)	2.30	2.48	na
No. of Housing Units	27,640	296	1.07%
Occupied Units	25,477	271	1.06%
Owner Occupied	14,914 (58.5%)	197 (72.7%)	1.32%
Renter Occupied	10,563 (41.5%)	74 (27.3%)	0.70%
Vacant	2,163 (7.83%)	25 (8.44%)	1.15%

This information comes from the 2000 U.S. Census. The Tyreeanna/Pleasant Valley figures are those for Block Group 4 of Census Tract 13 in the City of Lynchburg. This Block Group area has almost exactly the same boundaries as the neighborhood plan area.

Current Land Uses

Current land uses in the Tyreeanna/Pleasant Valley neighborhood include: residential, commercial, light industry, heavy industry, private institution, public, and semi-public. The majority of the land is either in residential or public use; there are only a few commercial or industrial uses. Thus, the neighborhood is not now an employment center; it is more of a bedroom community for those working in other parts of the City or in nearby counties.

Residential. Most of the homes in the neighborhood are single family, with a few multifamily ones, and a mobile home park on Route 460, just west of the railroad tracks. The 2000 median house value for Block Group 4 (Census Tract 13), which covers the Tyreeanna/Pleasant Valley Neighborhood, is \$56,500. The median household income for this neighborhood (1999 dollars) is \$30, 833, putting the tract in the moderate-income category.

Commercial. The commercial uses in the neighborhood are located primarily along Route 460 and include: the Stop In gas station/convenience store (at the corner of the Concord Turnpike and Route 460); Templeton's Market; the East Side Plaza with several small stores, a carwash, and an extended stay hotel; Jumbo's Family Restaurant; the Falwell Airport; and ACS Transmissions.

Light Industry. A tobacco warehouse, located off of Richmond Highway behind the new Pleasant Valley Baptist Church, is the only light industry in the neighborhood.

Heavy Industry. Truck Body, on Route 460, is the only heavy industry now located in the neighborhood.

Private Institution. Private institutions include the Tyreeanna United Methodist Church on Tyreeanna Road, the Pleasant Valley Baptist Church on Route 460, and the Shekinah Glory Baptist Church on Route 460.

Public. Public uses include the current City landfill, with its entrance off of Concord Turnpike; the proposed location of the future City landfill on the opposite side of Concord Turnpike; the City's wastewater treatment plant, also on Concord Turnpike; two state laboratories on Tyreeanna Road, and several scattered parcels, some of which are vacant, owned by the City and the state (VDOT).

Semi-public. A cemetery off Megginson Road is the only semi-public land use in the neighborhood.

Current Zoning

Property in the Tyreeanna/Pleasant Valley neighborhood is currently zoned residential, commercial, industrial, and resource conservation. The majority of the area is either designated residential or resource conservation. This zoning pattern was established when the City adopted its current Zoning Ordinance in December 1978, and has not changed substantially since then.

The following is a description of each of the residential, commercial, industrial, and resource conservation areas in the neighborhood.

Residential. Most of the area on both sides of Route 460 between the City's eastern corporate limit and the Norfolk & Southern railroad tracks is zoned residential, either R-2, Low-Medium Density Single-Family, or R-3, Medium-Density Two-Family Residential. All three churches and the cemetery are located in this area. Some of the parcels in the area between Nickerson Road, the Concord Turnpike, and Kavanaugh Road are zoned residential, but have been purchased by the City for possible use as the future landfill.

The mobile home park is located just west of the railroad tracks on property zoned B-5, General Business, and R-3, Medium-Density Two-Family Residential.

ACS Transmissions is a nonconforming use located on a residentially zoned parcel.

Commercial. The few commercial uses are primarily zoned B-3, Community Business, with one parcel zoned B-1, Limited Business, where the City's solid waste management

headquarters are located. There is some B-3 property in the northwest corner of the intersection of Route 460 and the railroad tracks that is currently occupied by the mobile home park.

Industrial. Industrially zoned parcels are generally on the other (west) side of the Norfolk & Southern railroad tracks. Truck Body and the Falwell Airport are the two primary industrial areas. There is also an isolated industrially zoned area at the end of Kavanaugh Road overlooking the James River and a parcel adjacent to the wastewater treatment plant.

Resource Conservation. Much of the area is zoned Resource Conservation. Many of the steep-sloped stream valleys, the current City landfill, and portions of the new landfill are in this district.

Areas of Potential Conflict Between the Current/Future Land Use and the Zoning

There are several areas where the current zoning does not agree with either the current land use or the proposed future land use. During the process of revising the City's Zoning Ordinance and Zoning Map, the areas listed in Table 3.2 need to be addressed and the conflicts resolved:

Table 3.2. Areas of Potential Conflict Between Zoning and Land Use

	Area/ Current Land Use	Current Zoning	Future Land Use	Changes Needed
1	Future City landfill site between Nickerson Road, Concord Turnpike, & Kavanaugh Road. A few residences, vacant parcels, and resource conservation areas.	RC, Resource Conservation; R-2, Low-medium density, single-family residential	Public Use	Designate this area "Public Institution" (a new district) in the revised zoning ordinance & map
2	Tobacco Warehouse off "old" Route 460. Now the site of a warehouse.	R-2, Low-medium density, single-family residential	Residential	Warehouse is now a nonconforming use; designate residential in new/revised zoning ordinance (Nonconforming status continues).
3	ACS Transmissions on Route 460. Site of an auto repair business.	R-3, Medium density, two-family residential	Medium density residential	Will continue to be a nonconforming use since the parcel will be part of a medium density residential district.

	Area/ Current Land Use	Current Zoning	Future Land Use	Changes Needed
4	Current City landfill	RC, Resource Conservation; R-2, Low-medium density, single-family residential	Public Park	Designate Public Park (a new district) when the landfill closes in 2014.
5	Area around VDOT offices on Campbell Avenue, currently used as offices, with some residences	R-3, Medium density, two-family residential; R-5, High Density, Multi-family Residential; B-1, Limited Business; B-5, General Business	Public Use, Resource Conservation, Office, Low Density Residential	Zoning districts should be designated to match the those shown on the future land use map. Should not include high density residential.
6	Areas affected by VDOT acquisition, rights-of-way along new Route 460, Concord Turnpike extension, and interchange.		Resource Conservation	Designate resource conservation in revised zoning ordinance; include language restricting access directly onto Route 460.
7	Roughly “triangular” area north of Route 460, east of the railroad tracks, and west of Tyreeanna Road/Rockwell Drive intersection	B-3	Low Density Residential	City works with property owners to rezone to residential. Access to parcels will be from Rockwell Road or Aultice Lane
8	Area north of Route 460 and west of railroad tracks now the site of a mobile home park	R-3, Medium Density, Two-Family Residential; B-5, General Business	Employment	This area is isolated by the railroad tracks from other residential areas; it is more appropriate for employment uses. Recommend rezoning in the future when mobile home park’s owners support.

	Area/ Current Land Use	Current Zoning	Future Land Use	Changes Needed
9	Triangular parcel east of railroad tracks and adjacent to the City boundary. Vacant	I-2, Light Industrial, Resource Conservation	Low Density Residential, Resource Conservation	Due to constrained access and topography, this parcel may be more suitable for low density residential uses. Evaluate at the time Zoning Map is revised.

The City's current Zoning Ordinance does not have a district for either public parks or public institutions. The City's Comprehensive Plan recommends that these districts be added to a new or revised ordinance.

Topography and Other Challenges

As in much of the rest of the City, the topography of the Tyreeanna/Pleasant Valley area is hilly, with some streams and steeply sloped areas. As indicated in the City's Comprehensive Plan, for environmental reasons these areas should be protected from unsuitable development.

The area's hilly topography is an asset; it offers stunning views of the City, the James River, and the Blue Ridge Mountains. In fact, one of the best views of the City is from the City's current landfill. During the process of choosing a post-closure use for the landfill—and when development is proposed for other locations in the neighborhood with fine views—full advantage should be taken of this asset.

There are also several areas where unknown materials were landfilled previously, including the area behind Truck Body and an area at the end of Kavanaugh Road. These areas are shown as resource conservation areas on the Tyreeanna/Pleasant Valley Future Land Use Map and should be so designated on the City's Zoning Map when it is revised. This designation will prevent construction of inappropriate structures or the uncovering of previously landfilled materials. If, in spite of these constraints, development is proposed in the future, these areas should be treated as brownfields and replanned and rezoned to allow development only after a program of extensive testing has shown that they can be safely developed.

The area along the James River, while subject to flooding, represents a potential asset to the neighborhood and the City. A greenway and trails with a view of the river are shown in this area and provide a connection with other trails and future greenways in the neighborhood. These trails/greenways could also connect with the citywide system, as well as the regional greenways and blueways system now being planned by the Regional 2000 Regional Commission.

Road/Circulation Network

One of the primary issues that motivated the preparation of this neighborhood plan is the impact on the neighborhood of the new Madison Heights Bypass, the James River bridge, the interchange of Route 460 with the Madison Heights Bypass, and the new section of Route 460. The additional traffic expected to flow through the neighborhood when the bypass opens will offer the City an opportunity for an attractive gateway welcoming travelers to Lynchburg, as well as an economic development opportunity in the form of commercial development to serve the traveler. However, this additional traffic will have a major impact on the safety of this stretch of Route 460 and the ability of residents to have access to locations on both sides of Route 460.

Further discussion of the road circulation issue, including the access/corridor management study, and recommendations for resolving the circulation problems are given in Section 5, Areas for Special Planning.

Public Facilities in the Tyreeanna/Pleasant Valley Neighborhood

The Tyreeanna/Pleasant Valley neighborhood is the site of several major public facilities that serve the entire City: the wastewater treatment plant, the current landfill, and the future landfill. City water is available throughout the neighborhood and sewer is available in portions of the neighborhood. Some of these facilities have been the source of problems for the neighborhood, as described earlier in this section. Information about each of these facilities is given below; plans for the future of these facilities are presented in Section 5. Areas for Special Planning.

The Wastewater Treatment Plant. The City's Wastewater Treatment Plant has been located at the edge of the neighborhood since the first plant began operation in 1957. The City has expanded the plant four times in the last 15 years and has invested \$3.2 million in an odor control facility that began operating in June 2002. The facility has significantly reduced the odor problem from the plant.

No further odor control projects are contemplated. However, the City should follow the recommendation in the Comprehensive Plan (page 15.10) that a study be conducted of alternative means of sludge disposal.

The Current City Landfill. In 1979, the City opened its first landfill in the neighborhood, closing it in 1993. This landfill site included approximately 25 acres. The City's current landfill, on a site covering 88 acres, has been open since 1993 and is expected to close in 2014. It is being filled in a series of four phases over a total of 36.2 acres. The remaining 51.8 acres serve as buffers, a wood waste processing area, and the location of the scales and landfill operational offices. There is a DEQ-approved closure plan in place.

The landfill has brought problems to the neighborhood in the form of odors, blowing litter, and truck traffic to and from the facility. The City's Waste Management Division has been meeting with residents and working on these problems for several years.

The primary cause of the odors (although not the only one) is the sludge from the wastewater treatment plant as it is disposed of in the landfill. When the sludge is dumped, the odor escapes until the sludge is mixed and covered with waste. While the odor is less now, it is still there and can be pervasive. As mentioned above, a study is recommended to determine if there is an appropriate alternative means of sludge disposal.

When this landfill is closed and capped, beginning in late 2013 or 2014, the City plans to convert the land to other positive uses rather than let it remain vacant. During the next 10 years, the City will identify possible post-closure uses, evaluate which best serves the needs of the City and the neighborhood, and determine how to fund the use(s). This 10-year period also gives sufficient time to make any necessary changes in the closure plan for the landfill; a process that can take anywhere from a few months to two years for revised DEQ approval. There is also a cost involved in making changes, both for the engineering and the permit fees.

Additional information about post-closure uses and a process for selecting, funding, and constructing them are given in Section 5, Areas for Special Planning.

The Proposed Site of the Future City Landfill. The City also owns a large tract of land on the north side of Concord Turnpike between Nickerson Road, Meadhill Lane, and extending almost to the James River, which is proposed as the site for the next City landfill when the current one closes in 2014. The new landfill is estimated to have a life of 20-25 years. No plans have been prepared for operation of this landfill, but, if the City begins now, there will be ample opportunity to plant additional trees and otherwise take advantage of the 10-year period before this landfill opens. When the City begins planning for this new landfill, one consideration should be possible participation in any regional waste management facilities. If the City does not need the new landfill, that would mitigate impacts on the neighborhood and, possibly, provide a longer-term solution to the City's waste management needs.

Since the City began operating the current landfill, there have been a number of changes and advances in landfilling methodology. Part of the planning and design process for the new landfill should include an investigation of these new methodologies so that the City can benefit from them.

The City should also follow the recommendation in the Comprehensive Plan (page 15.10) to evaluate possible regional solutions to municipal solid waste disposal.

Sewer Service. At this time, public sewer service is available to properties located on Rockwell Road, Carnell Lane, Concord Turnpike (from the treatment plant to Nickerson Road), and the area around the intersection of Tyreeanna Road, Holcomb Path Road, and Route 460. In the rest of the neighborhood, residences or businesses are served by septic

systems. Where the soil is not suitable for septic systems and where sewer service is not available, nothing can be built. The lack of sewer service creates a real disincentive to commercial or retail development and infill housing; in fact, the lack of sewer service will preclude most development.

There are problems with some of the drainfields in the area; they are failing.

The residents and property owners in the area have expressed the desire for sewer service, but have not been willing in sufficient numbers to connect to those sewer lines that are available due to related costs. Without nearly total participation, the City will not be able to recover enough of the costs of residential sewer service to justify the installation of additional lines. At the public workshop held in the neighborhood on February 24, 2003, eight residents (out of 12 who responded) indicated on a questionnaire that they would connect to the City sewer system, if it were available. A review of those who answered the question indicated that one lived on a street where sewer service is already available. Also, one respondent represented several properties. Three other respondents indicated that they would not connect, although one indicated that she would, if her septic system failed.

It is important to note here that installation of a major sewer line can be a multiyear project. So, residents who wait until their septic system fails to look for an alternative hookup to City sewer may not find one available when they need it. The process of providing sewer service to existing residential development involves circulation of a petition to all those who might be served by extension of a sewer line. There is also a cost to the property owner. In other parts of the City when sewer lines have been extended to existing residences, residents have paid a portion of the cost of the extension and the fees to connect their homes to that extension.

Residents attending the workshop received up-to-date cost figures for City connection and availability fees, as well as an estimate of costs for installation of a private lateral from the property line to their home. These costs were compared with potential repair and replacement costs for a septic system. It is important to note that some septic repair projects have a limited life; they will not extend the useful life of a drainfield for another 20 to 30 years. Cost estimates for sewer connection and some major repairs are shown in Table 3.3.

Table 3.3. Comparison of Sewer and Septic System Costs.

Sewer Costs		Septic Repair/Replacement Costs	
City Availability Fee	\$1,950.	Major Repair/ Replacement of Drainfield (estimate)	\$1,500 - 2,500.
City Connection Fee	700.		
Subtotal	\$2,650.		
Installation of 100-foot Private Lateral Line @ \$5 to \$20 per foot	\$500 – 2,000.	Replacement field with a pump and a second tank	\$4-5,000.
Estimated Total	\$3,150 - \$4,650.		

Residents indicate that the cost of sewer service is high and that they believe such service should be provided for them as it has been in other areas of the City. However, in other neighborhoods, developers paid for sewers and the City installed them at the time the development was first constructed. Thus, the costs of sewer service were included in the price of these homes. There are some other neighborhoods in the City that are similar to Tyreeanna/ Pleasant Valley in that they were developed prior to their annexation into the City and do not have sewer connections. Residents of these neighborhoods will need to pay for the costs of sewer systems and hookups just as residents of other neighborhoods have.

In order for the City to address the feasibility of providing sewers for residences not currently served and to encourage development of the proposed Village Center area, the City's Utilities Division prepared preliminary cost estimates for two lines—and two pump stations due to the topography—to serve much of the neighborhood. It should be noted that the rest of the City is served by gravity fed sewers; these pump stations would be the first ones in the City. Further, provision of sewer service to encourage development of the proposed Village Center area would require a change in the City's current sewer policy. Right now, those proposing to develop a site come forward with a plan and provide the sewer service as a part of development.

The Utility Division's preliminary cost estimate divides the unsewered portions of the neighborhood into two areas: 1) the proposed Village Center and Holcomb Path Road area (commercial and residential areas), and 2) the area east of the proposed Village Center near the new Route 460 interchange (residential area).

Table 3.4. Costs Estimates for Providing Sewers

Area	Total Cost	Approx. # of Lots Served	20-Year Payback	% Payback
Village Center/Holcomb Path Road	\$444,212.00	25	\$250,000.00	56%
East of Village Center/interchange	1,205,045.00	85	\$510,000.00	42%
Total cost for both areas	\$1,649,257.00	110		

Payback, as used here, means the recovery of the cost of sewer lines and related facilities by the City through connection fees and monthly bills. Payback is affected by the number of connections, the length of the sewer line, and the requirement for pump stations. The payback figures derived from this preliminary study are not sufficient to encourage the City to provide sewer service to the remainder of the neighborhood..

Additional information about sewer service is given in Section 5, Areas for Special Planning.

Water. City water is available throughout the neighborhood, but some households have chosen not to connect. Again, the cost is cited as the reason, along with the issue of

fairness—why should residents of this neighborhood have to pay for connections that those in other neighborhoods have not. However, the City has complied with the terms of the Order of Annexation related to water improvements. In other City neighborhoods, the developer connected all the homes to the City water system at the time the homes were originally constructed and the costs of connection were included in the price of the homes. The City has not made a practice of connecting to City water homes built prior to annexation and served by wells. If owners of these homes wish to connect, the process is the same as for connection to the City's sewer system.

The availability of City water is also an incentive for businesses to locate in the neighborhood.

4. Proposed Future Land Uses

Decisions about the location of future land uses in the Tyreeanna/Pleasant Valley neighborhood are based on citywide needs, neighborhood needs, and current uses. These locations also reflect the potential for economic development due to increased travel expected on Route 460 when the Madison Heights Bypass opens in late 2005 or early 2006. Citywide needs have been delineated in the new Comprehensive Plan and neighborhood needs have been expressed during numerous meetings and workshops over the past five years.

Descriptions of the proposed land uses are drawn from the *City of Lynchburg Comprehensive Plan 2002-2020*, adopted by the City Council on September 10, 2002. The land uses are shown on the City's Future Land Use Map and are described in detail in Chapter 5, Citywide Land Use & Development of the Comprehensive Plan. Portions of those descriptions are included below.

This section of the neighborhood plan also includes a description of "Planned Development Areas" drawn from the Comprehensive Plan, Chapter 4, Plan Framework. The Planned Development Area concept may be applied to the "Village Center" area shown on the Tyreeanna/Pleasant Valley Future Land Use Map. An illustration of a Traditional Neighborhood Development (TND) is shown on page 3.17 of the Comprehensive Plan.

The Tyreeanna/Pleasant Valley Future Land Use Map depicts the City's and the neighborhood's intentions for the future use of land. Each color on the map represents a different land use. A copy of the Tyreeanna/Pleasant Valley Future Land Use Map is included at the end of this Plan.

The City will use the Tyreeanna/Pleasant Valley Future Land Use Map as a guide in making decisions regarding development proposals, such as rezonings and conditional use permits. The City will also use the map to plan its own facilities and to influence state and federal agencies plans for their facilities, including roads. The Tyreeanna/ Pleasant Valley Future Land Use Map is not static. It can be changed to reflect changing conditions, opportunities, and priorities, though such changes should always be made with an eye toward both their local and citywide impacts. Any future land use changes should be reflected on the Future Land Use Map through a plan amendment. Amending the map can be done concurrently with a rezoning or conditional use permit request.

Descriptions of the various land uses provided below characterize the types of uses that either exist or that the City would like to see develop or redevelop in the areas depicted on the Tyreeanna/Pleasant Valley Neighborhood Future Land Use Map.

Public Parks

The dark green areas on the Tyreeanna/Pleasant Valley Neighborhood Plan Future Land Use Map represent public parks. These lands are owned by the City of Lynchburg or other governmental agencies and are intended to be open for public recreational use.

Three areas are designated as “public parks” on the Future Land Use Map:

1. The closed landfill. After the City’s current landfill is closed and capped in approximately 2014, plans are to convert it to a park or other type of recreational facility. More information about possible uses for this area is given in Section 5. Areas for Special Planning.
2. Several parcels between the landfill and the old Route 460. These parcels are owned by the City and will form a “green spine”—an entrance corridor leading to the new park/recreational area (the former landfill).
3. The area inside the loop formed by Spinoza Circle and Concord Turnpike.

Resource Conservation

Resource Conservation Areas are colored light green on the Future Land Use Map. They encompass lands with special natural characteristics that make their preservation in open space particularly important to the City’s environmental health. The mapped Resource Conservation Areas include several old closed disposal sites, several areas with steep slopes, and several stream valleys. The stream valleys, as defined in the Comprehensive Plan, include streams and rivers, their 100-year floodplains, connected wetlands and adjacent steep slopes. Steep slopes are defined as slopes of 25% or greater. The delineation of Resource Conservation Areas on the Future Land Use Map is based on existing mapped floodplain, slope, and soils information collected for the preparation of the Comprehensive Plan. The actual boundaries of the Resource Conservation Areas in the neighborhood should be determined on a site-by-site basis using the best available environmental data and the environmental performance standards recommended in the Comprehensive Plan, Chapter 12, Natural Systems.

Resource Conservation Areas are planned to remain in vegetated open space with development limited to: 1) trails and other passive recreational facilities that involve minimal removal of vegetation, and 2) public facilities that must be located in stream valleys. These include sewer mains, wastewater treatment plants, water intakes and outfalls, road crossings, and public boat ramps. The goal is to keep Resource Conservation Areas as natural as possible so as to stabilize slopes, prevent soil erosion, provide natural absorption areas for urban runoff, moderate climate, and provide wooded areas for wildlife and for the respite of City dwellers. Some of the stream valley Resource Conservation Areas are recommended to become greenways and thus may have public access trails. Other Resource Conservation Areas, primarily the former waste disposal sites described earlier, are to remain in natural vegetation for purely environmental protection reasons.

Due to their distribution throughout the neighborhood and their irregular shape, readers of this plan are referred directly to the Future Land Use Map for locations of the resource conservation areas. Generally, they run along both side of streams and along the James River, with a large area behind Truck Body on Route 460, and the area around the intersection of the new Route 460 and the Concord Turnpike extension.

Public Use

Colored dark blue on the Future Land Use Map, Public Use areas include properties currently owned and operated by the government (local, state, federal), excluding public parks and recreation centers, but including government buildings, public schools, police stations, fire stations, libraries, museums, and others.

Four areas are designated as “public use” on the Future Land Use Map:

1. The new landfill. Expected to open in 2014 on the northeast side of Concord Turnpike.
2. The Wastewater Treatment Plant. Located on Concord Turnpike at the edge of the neighborhood.
3. The Virginia Department of Agriculture office and laboratory facilities at 4832 Tyreeanna Road.
4. The offices and facilities of the Virginia Department of Transportation at 4219 Campbell Avenue.

Institution

The City’s institutions are shown in light blue. They are the religious, educational, and other nonprofit entities in the City. Examples include churches, cemeteries, private schools and universities, private nonprofit hospitals, service clubs and organizations, and other nonprofit institutions.

Five areas are designated as “institution” on the Future Land Use Map:

1. Tyreeanna United Methodist Church and cemetery on Tyreeanna Road.
2. Pleasant Valley Baptist Church at 5517 Richmond Highway.
3. Shekinah Glory Baptist Church at 5434 Richmond Highway.
4. Megginson cemetery off Megginson Lane
5. The Wonder Club on Spinoza Circle

Office

Office uses are shown in dark pink and are intended for small-scale office buildings with building floorplates not exceeding 20,000 square feet and building heights not exceeding four stories. Such offices provide adequate space for professional and service uses, such as medical, legal, insurance, real estate, engineering, architectural, software development, and

information management uses. Office uses are generally located in lower density areas of the City, often adjacent to low density residential areas, and therefore are intended to be more compatible in scale with single family homes than the urban office uses of downtown or the office parks in employment areas.

The only area currently designated for office use is adjacent to the VDOT facility on Campbell Avenue. In the future, office uses might also be located in the mixed-use “Village Center” area (see below).

Employment

Employment areas, shown in purple, include uses that provide a significant number of jobs. The City’s Future Land Use Map in the Comprehensive Plan shows two types of employment areas, Employment 1 and Employment 2. The decision on whether an area will be Employment 1 or 2 will be determined based on the size of the area, topography, access, and visibility.

Employment 1 areas are intended for large-scale office (greater than 20,000 square foot floorplates and/or more than four stories), small-scale office, research and development, and light manufacturing uses. “Flex-space,” an industry term for flexible building space that is designed to accommodate office, small-scale storage, and/or light manufacturing uses (e.g., warehouses), is also appropriate for Employment 1 areas. Restaurant, hotel, and business service (e.g., copy shop, computer sales and service) uses that support the office/industrial uses can be constructed in Employment 1 areas, though shopping centers are not recommended. The exact mix of uses will be determined when the permitted uses of the industrial zoning districts are reviewed and revised as part of the Zoning Ordinance revision recommended in the Comprehensive Plan.

Employment 2 areas are to include light and heavy manufacturing, research and development, flex space, and large-scale office uses. Restaurant, hotel, and business service uses are also appropriate, if sized and designed to serve the employment area. Employment 2 differs primarily from Employment 1 in that it permits heavy industrial uses (e.g., manufacturing). The types of uses permitted will be defined more precisely when the Zoning Ordinance is revised.

Four areas are designated as “employment” on the Future Land Use Map:

1. Falwell Airport. The airport property is currently zoned industrial to allow for the airport. The property would be suitable for commercial or industrial uses should the airport use cease. Access is currently off of Route 460, although an alternative access might be provided from Campbell Avenue. If the decision is ever made to convert the Falwell Airport site to another use, the resulting area would be large enough to support Employment 2 uses.
2. The area along Route 460 from Truck Body to the Norfolk Southern railroad tracks. This area has a mixture of commercial, industrial, and residential zoning. Currently, the only access is off Route 460, although an alternative access might be

established from the end of Brown Haven Lane off of Florida Avenue and running along the division between employment and resource conservation uses. This area might be better suited for Employment 1 uses, due to its size.

3. The property at the end of Kavanaugh Road (107 Kavanaugh Road). This site has been used for a manufacturing facility and, because of its proximity to the future City landfill, would not be suitable for residential or commercial use. Its use for manufacturing makes it a better candidate for Employment 2, perhaps an industry using recycled materials from the landfill.
4. Property adjacent to the City's wastewater treatment plant, 2304 Concord Turnpike. This site is in use as a manufacturing facility. Because of its proximity to the wastewater treatment plant, the railroad tracks, and the future City landfill, the property is not suitable for commercial or residential use.

Commercial

Commercial areas, shown in red, include retail, personal service, restaurant, entertainment, and hotel uses. The City's Comprehensive Plan describes three levels of commercial: neighborhood, community, and regional. The level is based on the size of the business and the market area.

Neighborhood Commercial areas are sized and designed to serve their immediate neighborhood. Patrons can walk, bike, or take a short drive to reach them. They are comprised of individual businesses, clusters of businesses, or small shopping centers. They meet the day-to-day needs of a limited residential trade area of 2,500 to 10,000 people and average about 50,000 square feet of space. A grocery store or drug store is often the anchor for a neighborhood shopping center.

Community Commercial areas draw customers from at least several neighborhoods up to the entire City. They contain clusters of businesses, often at major intersections, and shopping centers. Most community shopping centers range from 100,000 to 200,000 square feet and serve 40,000 to 70,000 people. Office, research and development, and technology development uses may be permitted in Community Commercial areas as long as traffic and other impacts to the community are mitigated. In particular, conversion of existing vacant retail space to these uses may be appropriate in areas where there is sufficient retail to serve the community and space for employment uses is needed.

Regional Commercial areas draw customers from the entire region, as well as the traveling public. They contain large shopping centers or retail areas and offer either full-line department stores or major "big box" stores as anchors. Regional shopping centers would be at least as large as Community Commercial ones, 100,000 to 200,000 square feet, possibly larger, if parcels of sufficient size can be found or assembled. They are intended to serve 70,000 to 100,000 people.

Four areas are designated as "commercial" on the Future Land Use Map:

1. The parcel at 5205 Richmond Highway (the northwest corner of Route 460 and Concord Turnpike), is now the location of the Stop In gas station and mini-mart. This property will continue to be suitable for neighborhood serving commercial and will also serve travelers along Route 460.
2. Two small, adjacent parcels, suitable for neighborhood serving commercial, across Concord Turnpike from the Shell station/mini-mart listed above.
3. The area south of Route 460 between Holcomb Path Road and the Norfolk Southern railroad tracks now occupied by Jumbo's Family Restaurant, the East Side Plaza, a carwash, and a small extended-stay hotel facility. This is an existing neighborhood commercial area.
4. The "Village Center" area on the south side of Route 460 between Holcomb Path Road and Poston Street, including the area labeled "optional uses." While the Village Center is planned for mixed use, it includes a community level commercial component. More information about this area is given in Section 5. Areas for Special Planning.

Low Density Residential

Low Density Residential areas are dominated by single-family detached housing at densities of up to four dwelling units per acre. These areas are colored light yellow on the Future Land Use Map. In addition to residential uses, they may include public and institutional uses compatible in scale with single family homes. Private recreation uses and private open space are also appropriate for Low Density Residential areas.

The areas designated low density residential on the Future Land Use Map are generally those areas that because of their topography and distance from major thoroughfares are more suited to residences. A significant portion of these areas are not served by City sewer and some areas have poor soils for septic systems. In order to encourage new or infill development, sewer service may be necessary, depending on the soil type and size of lot. (See Section 3, for a discussion of sewers.)

Areas adjacent to the current City landfill, especially those along Rockwell Road and Tyreeanna Road, are not likely to attract infill development until the landfill closes in approximately 2014. Further, property along the south side of Nickerson Road (the side not in City ownership) will need extensive buffering to protect homes in that area from impacts from the new City landfill planned to open after 2014.

The roughly triangular area in the southern part of the neighborhood bounded by Campbell Avenue, the Norfolk Southern railroad tracks, and a resource conservation area has both industrial and commercial zoning. The commercially zoned areas have residences on them. There is no commercial or industrial development. The property is quite hilly, so it is better suited to residential development. If additional residences are built, some buffering may be necessary to mitigate the impacts of Campbell Avenue and the railroad.

The tobacco warehouse area, 5533 Richmond Highway (behind the new Pleasant Valley Baptist Church) is currently a nonconforming use because it is an industrial use in a residential zone. Because of its isolation from other employment/industrial uses, the recommended land use continues to be low density residential.

Medium Density Residential

These areas are colored orange on the Future Land Use Map. They are characterized by small-lot single-family detached housing, duplexes, and townhouses at densities up to 12 units per acre. Where neighborhoods already exist, infill development should be at a compatible density and housing type. In addition to residential uses, they may include public and institutional uses compatible in scale with single family homes. Private recreation uses and private open space are also appropriate.

The area designated medium density residential on the Future Land Use Map is the roughly triangular area between U.S. Route 460, Tyreeanna Road, and Concord Turnpike. This area is the heart of the residential portion of this neighborhood. Part of this area between the intersection of Tyreeanna Road and Rockwell Road, extending to Carnell Lane is served by City sewer, but the majority of the area is not. In order to encourage new or infill residential development, sewer service will be necessary. (See the discussion of sewers in Section 3.)

This area is also affected odors and litter from the current City landfill; it is not likely to attract infill development until the landfill closes in 2014. However, once new park facilities have been established on the closed and capped landfill, this area, along with the low density residential area next to it, will have an attractive amenity.

Medium density residential may also be included in the mix of uses in the Village Center area.

High Density Residential

High Density Residential areas, colored brown on the Future Land Use Map, are developed or to be developed into high density townhouse or multifamily housing. Densities can range up to 30 units per acre. They may include public, institutional, private recreation, and private open space uses.

The Tyreeanna/Pleasant Valley area has been more attractive over the years to low density, single-family development, rather than multifamily complexes. Because of the hilly terrain and the lack of City sewer service, only those residences that could fit the topography and rely on a septic system were built.

There are no areas on the Future Land Use Map specifically designated as high density residential. The only area that may include high density residential is the Village Center

area, which might incorporate apartments or townhouses. However, this area is not served by the City sewer system, so high density residential uses will not be developed until sewer service is available. The Village Center is on the other side of Route 460 from the current City landfill, but the odor from the landfill does reach the area on some occasions. So, until the landfill closes in 2014, development of housing in this area is unlikely.

Mixed Use

These areas do not fit into any single use category as they are planned for a mix of uses carefully designed so as to mitigate any potential land use conflicts. Mixed Use areas are indicated by an “x” pattern on the Future Land Use Map.

The area designated mixed use on the Future Land Use Map is the “Village Center” area located south of U.S. Route 460 and between Holcomb Path Road and Poston Street. One way of developing this Village Center would be as a Planned Development Area using, for example, the City’s Traditional Neighborhood Development (TND) ordinance. Planned Development Areas are discussed in more detail below.

The Village Center mixed use area is envisioned as a combination of:

- Commercial uses to serve travelers along Route 460, thereby taking advantage of the economic development opportunities presented by the additional traffic from the Madison Heights Bypass.
- Commercial uses to serve the Tyreeanna/Pleasant Valley neighborhood, as well as nearby portions of Campbell and Amherst counties.
- Office uses
- Employment
- Residential, especially medium and high density uses, such as apartments and townhouses

Planned Development Areas. The City of Lynchburg’s residentially zoned areas are slowly building out. There are a limited number of large areas remaining for new residential development. It is important that these areas be planned so that they become assets to the City. They should offer a wide range of housing opportunities and attract new residents to the City to support its ample retail offerings and provide workers for new businesses. On the Plan Framework Map in the City’s Comprehensive Plan, these areas have been identified as Planned Development Areas. As described in this section, the City would like to see these areas develop somewhat differently from the usual suburban residential patterns.

Residential development within the City over the past 40 years has been predominantly in the form of suburban-style subdivisions, with large lots, wide streets, no sidewalks, and an unconnected and isolated street network. New residential streets typically lack a grid pattern and are instead curvilinear with cul-de-sacs that force traffic onto major streets. This street pattern tends to increase traffic levels on the City’s major roadways because these roads offer the only way in and out of the neighborhoods. In addition, because

residential subdivisions have tended to be single-use, residents must often drive to work, school, shop, and worship. A lack of sidewalks and bicycle paths or lanes also forces more driving. Neighborhoods have become isolated bedroom communities within the larger community.

To obtain more diverse, connected, and integrated neighborhoods, the City will promote the development of Planned Development Areas according to Traditional Neighborhood Development principles (e.g., Wyndhurst), as permitted within the Traditional Neighborhood Development (TND) special zoning district in the Zoning Ordinance. These TND principles are:

- 1) The design of the neighborhood and mix of land uses allows residents to work, shop, and carry out many of life's other activities within the neighborhood.
- 2) A variety of housing types is provided at a range of densities, types (multifamily, townhouse, and single family), and costs. Neighborhoods are heterogeneous mixes (i.e., socio-economic, racial, age, family size) of residences in close proximity to commercial and employment uses.
- 3) The neighborhood includes a retail, office, employment, and/or entertainment core to provide economic and social vitality, as well as a major focus and meeting place in the community.
- 4) The circulation system serves many modes of transportation and provides choices for alternative transportation routes. Streets, alleys, and pedestrian and bike paths connect to the surrounding area. Streets and alleys generally follow a grid pattern to provide these route choices and connections. Traffic calming techniques may be used to reduce vehicle speed and increase pedestrian and bicycle safety.
- 5) The overall intensity of development is designed to be high enough to support transit service and public transit is convenient.
- 6) A system of parks; open spaces; and civic, public, and institutional uses is included to create a high quality of life and civic identity for the community.
- 7) The cluster concept is embraced so as to concentrate development in environmentally suitable areas and to preserve and protect important environmental and cultural (e.g., historical, social, and educational) resources.

Further information about the design and development of the Village Center area and how the Planned Development Area concept might be applied is included in Section 5. Areas for Special Planning.

5. Areas for Special Planning

This section is the heart of the Tyreeanna/Pleasant Valley Neighborhood Plan; it describes those areas of the neighborhood where major changes are expected and outlines how those changes will be encouraged during the 20-year timeframe of this plan. The areas are discussed in the following order:

1. Gateways
2. The New Route 460
3. The Village Center
4. The Current City Landfill
5. The Future City Landfill site
6. The “old” Route 460 or Pleasant Valley Boulevard

Design Concepts and Guidelines. A set of design guidelines has been included at the end of this section to guide future development in the neighborhood.

1. Gateways

Definition. Gateways are defined in the Comprehensive Plan as places where the regional road network crosses a City boundary. These gateways serve as the community’s front door, establishing first impressions and reinforcing images and perceptions of Lynchburg’s quality of life and vitality.

In preparing this plan and its treatment of the three gateways in the neighborhood (see the Tyreeanna/Pleasant Valley Future Land Use Map for gateway locations), the City is working to fulfill the directions given in the Comprehensive Plan to:

- Evaluate the visual quality and entry experience of each gateway.
- Identify appropriate improvements, including installation of updated entry signage, landscape improvements, and screening of unsightly views.
- Develop these gateway improvement plans in collaboration with VDOT, neighborhood and business groups, and nearby property owners.
- Coordinate these plans with the signage and wayfinding system proposed in the City’s Downtown and Riverfront Master Plan 2000
- Use the City’s LEAF program as a model for the gateway improvement program. (See the Comprehensive Plan, page 4.2)

Gateways in the Tyreeanna/Pleasant Valley Neighborhood. There are three gateways in the neighborhood. Each of them is described below, along with the elements of a gateway improvement program.

The Route 29/460 Gateway. This gateway is located at the point where westbound traffic on the new Route 460 merges with southbound Madison Heights Bypass traffic at the Concord Turnpike extension.

This will be a major gateway to the City; a significant portion of the increased traffic from the Madison Heights Bypass and westbound traffic on Route 460 will merge just before the traffic signal at Concord Turnpike—the center of the gateway. The important considerations for this gateway improvement program are:

- Inform drivers that they are in the City of Lynchburg
- Indicate that they are approaching the Village Center commercial area
- Direct drivers to other locations nearby, such as the future park facility located on the site of the current City landfill.
- Ensure that the area around the traffic signal—within the defined gateway area—is attractively landscaped.

Eventually, when there is a sufficient volume of traffic on Route 460 or when VDOT determines that Route 460 should become a limited access roadway, an interchange may be built to carry Concord Turnpike over Route 460 and connect it with local roads on the south side of Route 460. At that time, the traffic signal at Concord Turnpike will be removed, and the gateway should be redesigned to allow for changes in signage and directions.

The James River Bridge Gateway. This gateway is located at the point where southbound traffic on the Madison Heights Bypass leaves the bridge over the James River and enters Lynchburg. The bridge carrying “Pleasant Valley Boulevard” (“old” Route 460) traffic over Route 29 will also be in this gateway.

The gateway improvement program should:

- Welcome drivers to the City of Lynchburg.
- Inform drivers that, by continuing west, they will reach the Village Center commercial area.
- Provide attractive landscaping along the sides of the roadway. Travelers may be able to see the new Pleasant Valley Baptist Church, an important neighborhood institution.
- Create an attractive view of Lynchburg as drivers cross the James River Bridge and enter the City. As soon as construction of the roadway is complete, the City should determine whether the new landfill proposed for the northeast side of Concord Turnpike will be visible from the Bypass and/or the Bridge. If it will be visible, the City should begin work immediately to ensure that the landfill will be screened with berms and/or landscaping.

The side of the bridge carrying Pleasant Valley Boulevard over this gateway will offer a potential location for signage.

The Tyreeanna/Pleasant Valley Gateway. This gateway is located at the intersection of Tyreeanna Road/Holcomb Path Road and Route 460.

This gateway will be the initial location of the proposed Village Center entrance (before construction of the small urban interchange discussed above), as well as to the residential areas north of Route 460 and along Holcomb Path Road. Traffic on Route 460 will pass by the Village Center and be directed to turn onto Holcomb Path Road to reach the businesses in the Center.

The improvement program should:

- Be designed and signed to welcome travelers to the Tyreeanna/Pleasant Valley Neighborhood.
- Direct traffic to the Village Center commercial area.
- Direct traffic to other nearby destinations.

Since the new Route 460 and the Madison Heights Bypass are still under construction as this plan is being prepared, it is premature to evaluate the appearance of two of the gateway areas: the Route 29/460 gateway and the James River Bridge gateway. So, design guidelines are given at the end of this section that should be applied when access to the gateway areas is possible.

In addition to these three gateways, the City should ensure that adequate signage is present to welcome and guide traffic in two other locations:

1. For westbound traffic on Campbell Avenue/Route 501 at the point where the road crosses the City boundary.
2. For westbound traffic on the “old” Route 460 just before the bridge over the bypass to indicate that traffic on “Pleasant Valley Boulevard”/Route 460 is entering Lynchburg.

2. The New Route 460

The new stretch of Route 460 is the roadway that northbound traffic on Route 460 will reach as it passes the Campbell Avenue interchange and up to the new Madison Heights Bypass interchange. Southbound traffic from the new Madison Heights Bypass will reach the new Route 460 just as it passes through the interchange. This southbound traffic can go east towards Appomattox and Richmond or west into Lynchburg. The westbound traffic will travel through the traffic signal at the Concord Turnpike extension, then merge into a portion of existing Route 460. From this merge point to the Campbell Avenue interchange, the access along the roadway is only partially controlled.

The presence of at least one traffic signal, as well as driveways and business entrances along the new Route 460—in the center of a 16-mile stretch of freeway/expressway—raises potential safety issues. As traffic increases when the Madison Heights Bypass opens in late 2005/early 2006, it will be increasingly difficult for local drivers to turn in and out of the neighborhood onto Route 460 and for drivers on Route 460 to turn into and out of businesses on Route 460. Basically, this section of Route 460 was overlooked during the planning for the new Madison Heights Bypass—the connection of the bypass to the existing Route 460 does not adequately address the potential conflicts between through and local traffic, resulting in an increased likelihood of accidents.

To help the City and the neighborhood work with these changes in the road circulation network, the Virginia Department of Transportation (VDOT) funded an access/corridor management study, which was prepared by the consulting firm, Parsons Brinckerhoff Quade & Douglas, Inc. Because the traffic impacts of the bypass on the neighborhood are high, the study is summarized here. Several tasks were part of the study:

- Secondary data collection and review of present and future traffic volumes, including a projection of additional traffic from possible future development in the area
- Trip generation and assignment to show how much of this traffic will go in which direction
- Traffic analysis to identify potential congestion issues
- Access management recommendations for Route 460
- An accident analysis was not included in this study

Traffic Volumes. The consultants calculated average daily trips (ADTs) based on traffic counts in 2002 and 2003, then projected future traffic volumes using background traffic estimates from the regional model both with and without the future development proposed for the neighborhood and shown on the Tyreeanna/Pleasant Valley Future Land Use Map. For the segment of Route 460 from the end of the merge to the Campbell Avenue interchange (west of the railroad tracks), these volumes are:

Year/Conditions	Average Daily Trips (ADTs)
2003	24,000
2005 (after the Bypass opens)	32,000
2025 (without additional development)	51,000
2025 (with development)	66,500

Traffic Analysis. The consultants conducted a traffic analysis to identify potential congestion issues and to determine what traffic improvements to include in a long-term access management program. The primary focus of the traffic analysis was the two intersections on Route 460, since the requirements for adequate and safe conditions at these intersections would drive the overall long-range transportation plan for the neighborhood. The traffic analysis evaluated the need for traffic signals and studied the capacity at the intersections of:

- New Route 460 and the Concord Turnpike Extension (three legs)
- Existing Route 460 and Holcomb Path Road / Tyreeanna Road (four legs)

The new Route 460 and the Concord Turnpike intersection was analyzed as a three-legged, T-intersection. This was due to the fact that VDOT does not currently plan to extend Concord Turnpike south of Route 460 in the near future.

The intersection of the existing Route 460 and Holcomb Path/Tyreeanna Road was analyzed as a full, four-leg intersection. The majority of traffic generated from planned development south of Route 460 and east of the railroad tracks is anticipated to enter and exit from this location.

The need for traffic signals (called a “Signal Warrant Study”) examines an intersection for eight specific conditions (“warrants”), including:

1. Minimum Vehicular Volume
2. Four-Hour Volume
3. Peak Hour Delay
4. Pedestrian Volume
5. School Crossing
6. Coordinated Signal System
7. Crash Experience
8. Roadway Network

Once a preliminary determination is made that a signal may be needed based on these warrants, additional field studies (including actual field counts) are necessary to determine if a signal will improve the overall intersection operation.

The warrant analysis for a traffic signal at Route 460 and the Concord Turnpike extension showed clearly that a signal is warranted at this intersection by 2005 without any of the additional development shown on the Tyreeanna/Pleasant Valley Future Land Use Map. In fact, VDOT has included a traffic signal at this intersection as a part of the Madison Heights Bypass interchange construction.

The results of the warrant analysis for a traffic signal at Route 460 and Holcomb Path Road /Tyreeanna Road are more complicated. If the additional development shown in the Future Land Use Map does not occur, the warrant analysis shows that a signal is not needed at this intersection. However, if the proposed development does occur, the analysis shows that a signal would be needed by 2025. This development is not likely to occur prior to the closing of the landfill in approximately 2014, so a signal is unlikely to be called for until after 2014.

The study continues the discussion of a signal at Route 460 and Holcomb Path/Tyreeanna Road with “serious consideration must be given to the appropriateness of providing a second signal on [Route] 460 in the study area.” The problem is not spacing; the two intersections are just over one-half mile apart. However, this area is in the middle of a 16-

mile freeway/expressway with no other stops. According to the study, the “appropriateness” of having two signals “must be examined in relationship to future traffic volumes and capacity analysis, as well as safety.”

It should be noted here that the intersection of Holcomb Path Road/Tyreeanna Road and Route 460 is currently underdesigned to accommodate the higher mainline traffic volumes that are projected with the completion of the Madison Heights Bypass in 2005/6. In the short term, intersection modifications should be implemented to make this intersection safer. This may require the short-term closure of the median opening, enabling right-in/right-out operations. If deemed feasible, a directional median opening allowing exclusive left turns onto Holcomb Path Road and Tyreeanna Road could be added in the short-term scenario. Either approach would reduce the number of conflict points accessing the median cross-over and force traffic exiting the side streets to turn right and use signalized or better designed intersection to U-turn, if necessary. However, while this median closure and related changes in traffic flow could be expected to make travel safer for local drivers, these changes will be less convenient. In other words, local drivers would be unable to cross Route 460 from Holcomb Path Road to Tyreeanna Road (or the reverse) if a directional median was installed.

A signal may be installed at this intersection once warranted, but this would require significant improvements to ensure adequate design to accommodate through, crossing, and turning movements safely and efficiently. This signal would be a temporary solution until the ultimate solution, a grade-separated interchange, is in place.

Capacity Analysis. This analysis looks at traffic growth, new development, and anticipated changes in traffic patterns resulting from the Madison Heights Bypass. The results of the analysis are shown as levels of service (LOS) for an intersection. LOS is rated from “A,” where there is little or no delay to “F,” which is defined as an “unacceptable delay.”

For a signalized intersection, the level of service is based on the average delay all vehicles passing through the intersection experience due to the signal, including deceleration time and time stopped at the signal. For unsignalized intersections, the LOS is based on delays for traffic turning to/from the minor roadway only. In other words, for the intersection of Holcomb Path Road /Tyreeanna Road, the LOS is based on the delay turning from either local street onto Route 460.

The capacity analysis showed that a signalized intersection at Concord Turnpike extension would operate at acceptable levels until 2025 with the proposed additional development. However, in 2025 with the additional traffic from the proposed development, the LOS would be F. If Route 460 were widened to six lanes, the intersection would operate at LOS C, an acceptable level.

The unsignalized Holcomb Path Road / Tyreeanna Road intersection is now at an unacceptable LOS (E) for traffic from the local roads. This situation will only get worse as

traffic increases, both with and without the proposed development. As the access management consultants pointed out in their report,

...the significant delays encountered on the minor street can result in significant queuing and frustration for local drivers. In addition, safety concerns can arise because some drivers will reduce their typical “gap acceptance”, i.e. the driver will become more aggressive and cross with a smaller opening in the approaching traffic. This tendency can result in high speed right angle accidents as the vehicles cross the lanes approaching from the left or a side swipe/rear end accidents with vehicles approaching from the right. (page 13)

With the proposed development, the traffic on Holcomb Path and Tyreeanna roads is significantly higher than without the development. If a signal were installed, the intersection would be improved to handle the additional traffic. However, unless Route 460 is widened to six lanes, even a traffic signal at the intersection would not result in an acceptable LOS, with all the development in place.

In their signal and capacity analyses, the consultants assume that traffic will be able to exit the Village Center area at Holcomb Path Road exclusively. The consultants point out that adding a left turn lane for eastbound Route 460 traffic to turn into the Village Center area could result in accidents caused by traffic exiting the Madison Heights Bypass to Route 460 westbound cutting across three lanes to traffic to reach the left turn lane. Thus, the consultants do not recommend adding a “fourth leg” at the intersection of Concord Turnpike extension and Route 460. Another option may be to allow a fourth leg, but limit the weaving movements by installing barriers until after the Concord Turnpike intersection and providing directional signage for people wanting to access the Village Center. This would physically prevent vehicles from crossing three lanes of westbound traffic to make a left turn at the fourth leg of the Concord Turnpike intersection. (page 16)

Based on this analysis, the consultants concluded that, when the planned development is in place, the trips generated by the development create the need for either additional roadway capacity, a change in access along Route 460, or both. The consultants conclude, “In general, over the long term, it is desirable to convert this section of US 460 to a limited access facility and implement certain access management alternatives and strategies to separate through and local traffic.”

Access Management. The consultants define access management as “an approach aimed at reducing traffic congestion and accidents while appropriately balancing the need for maintaining access to local developments and streets. It involves the provision of certain techniques to reduce potential roadway conflicts that can cause roadway friction as well as potential safety problems. In addition, the application of proper access management techniques can enhance the character of a community and advance economic development goals.”

The six basic principles of access management are:

1. Maintaining a hierarchy of roads by function

2. Locating traffic signals to facilitate traffic movement
3. Limiting direct access on higher speed roads
4. Limiting the number of conflict points
5. Separating conflict points
6. Separating turning movements from through traffic

The consultants recommend that, in the long term, it will be advantageous for capacity, safety, and route continuity to convert this section of roadway to a controlled access facility with elimination of most at-grade access points. (page 15) This would require grade separated access—bridges and a new interchange—on Route 460. Land requirements and costs for these facilities have not been estimated. A determination of the feasibility of and a potential design for this long-term approach will be necessary.

The study also makes recommendations for access management for new development. The consultants state, “As an area develops, it is often a concern to get the most value from each parcel of land. Direct access to a critical roadway adds ‘value’ to a parcel. However, poor access management can cause an inefficient and congested major roadway, more accidents, and excessive queuing that can block critical access points. Property is more ‘valuable’ if driveway locations are well planned and designed on a roadway.” The consultants recommend the City adopt the following policies to ensure “valuable” development in the Route 460 corridor:

- Minimize/eliminate signals to facilitate conversion of the road to continuous controlled access.
- Provide design consistent with the roadway hierarchy by upgrading this section of the road to the same freeway/expressway as the sections before and after it.
- Provide controlled access to improve capacity.
- Driveway spacing/shared access roads can be used to limit the number of direct access points onto Route 460.
- Internal site design during the planning for future development can result in the consolidation of driveways and a more efficient local road network.
- Development approvals and conditions can be used to regulate access onto Route 460 by requiring that no development be approved that is not in compliance with the neighborhood plan.
- Building setbacks need to be maintained and right-of-way preserved throughout the study area in the event that Route 460 is widened to six lanes. Further, the area around the two intersections—Concord Turnpike extension and Holcomb Path Road/Tyreeanna Road—needs to be preserved in the event that an interchange and/or bridge is built.

The consultants provided a series of possible designs for a long-term limited access section. These designs were evaluated based on three criteria: 1) limiting impacts to the proposed land uses shown in the Future Land Use Map, 2) providing a limited access section on Route 460, and 3) providing a design that could be developed in the study area. These designs were also reviewed by Sympoetica, land use consultants for this plan. One design, as adjusted by Sympoetica, met the three criteria and is now shown in the Tyreeanna/Pleasant Valley Village Center Area: Proposed Long-Term Road Network

illustration in the back of this plan.

3. The “Village Center”: A Mixed Use/ Planned Development Area

The proposed location of the Village Center is the largely undeveloped area south of Route 460 between Holcomb Path Road and Poston Street. The area covers 48 acres and all or part of 20 parcels. It is intended to be a mixed use area where retail, offices, other small businesses, and residences can be located. At this time, a few single family homes and Templeton’s Market are located in the area. The market for the commercial uses will be both the traveling public and the neighborhood. In addition, residents of nearby areas in Campbell and Amherst counties may patronize businesses in the Village Center.

Sewer Service. At this time, the Village Center area is not served by the City sewer system. In discussions with both the City’s Office of Economic Development and the Utilities Division, it is clear that very few types of business could locate successfully in the Village Center without sewer service. It has not been City policy to extend the sewer to encourage economic development. However, because this area may not develop without sewer service and because it represents such an opportunity for economic development, the City may reconsider this policy. In addition, residents of the neighborhood have requested that, if sewer service is extended to serve the Village Center commercial area, sewer service should also be made available to residential areas.

Entrance to the Village Center. When the new Route 460 opens to the public, the proposed entrance to the Village Center will be located off of Holcomb Path Road. The City needs to work with VDOT to develop plans for an adequate, safe intersection to ensure access to both the Village Center and the residential area along Holcomb Path Road, as well as any additional residences that are built southwest of Holcomb Path in the area designated low density residential. At this time, the angles of the two side roads as they connect with Route 460 are less than ideal. A median closure, directional median, or a traffic signal have been proposed for the intersection. Appropriate intersection improvements should be installed as soon after the new Route 460 is opened as possible. Residents of the area indicate that a traffic signal is needed now and support its installation. However, this intersection does not currently meet signal warrants and is not expected to do so until some time after 2015 (when development has been established).

Design of the Village Center. As illustrated in Figure 6, the Village Center is envisioned as a mixed use area, with a distinct character similar to a small town downtown surrounded by a residential area featuring different types of housing. The Village Center is divided into three subareas: the Core Area, Transition Area A, and Transition Area B. Different design guidelines are devoted to each of the subareas. The Core Area is planned to be the small downtown area—a mainstreet lined with mixed use buildings. Transitional Area A separates the Core Area from the heavily trafficked Route 460 and features well-designed highway and neighborhood-serving commercial buildings. Transitional Area B offers small office and higher density residential uses (apartments and townhouses) to serve as a transition between the center and the surrounding single-family neighborhood. The actual

layout of roads and buildings, as well as the boundaries between the core and transitional areas, may vary from those shown in the concept plan (Figure 6) when development proposals are approved.

To enhance the area, designs for the Center will feature attractive streets with landscaping, sidewalks, benches, and appropriate scale street lighting. A small park or public square would serve as a focal point for the Center.

During a public workshop held in February 2003, neighborhood residents indicated they would patronize businesses such as restaurants, drug stores, banks, small businesses, art galleries, food stores, and other businesses, if located in the center. They also recommended “quaint shops” and businesses that would “draw visitors.” The residents supported live-work units and townhouses in the area. Since there are few such townhouse units in the neighborhood now, these requests suggest that there may be a market for them.

Current Zoning. The Village Center area is designated on the City’s current Zoning Map as R-2, Low-Medium Density Single-Family Residential, which allows single family homes on 10,000 square foot lots. The only parcel now designated commercial is the one occupied by Templeton’s Market. It is zoned B-3C, Community Business (conditional). This parcel was rezoned from R-2 in 1998 to allow a convenience store with gas pumps.

The City does not expect to rezone this area from R-2 and B-3C to a district appropriate for mixed use until a proposal for development of the Village Center is presented. During the process of rezoning, matters such as sewers, road connections, and the mix of development proposed can be addressed. In the meantime, the area should remain R-2 to serve the homes located in the area.

Nearby Commercial Areas. The Village Center will compete with nearby commercial areas and proposals for its development should take into account existing and potential development in the following locations. The City’s new Comprehensive Plan includes a discussion of the projected amount of retail and office space the City will need over the next 20 years (see Chapter 3, Planning Context). Proposals for new commercial development should be evaluated with both these projections and the following competing locations in mind:

- Commercial development along Route 460 in Campbell County. Current county land use plans and zoning are intended to support smaller commercial establishments similar to those now located along Route 460. Because access to these establishments is directly off Route 460, customers who can patronize either the Village Center or individual businesses along Route 460 may find the latter more convenient—but the former more attractive and neighborhood-oriented.
- Campbell Avenue/Route 501 in Lynchburg. At this time, there are few traveler-serving businesses in the vicinity of the Campbell Avenue/Route 501 interchange. However, as the additional traffic hits Route 460, developers may find locations along Campbell Avenue more attractive. Further, the City will be preparing a Corridor Study for Campbell Avenue and a Neighborhood Conservation Plan for

the areas on both sides of Campbell Avenue. The results of these planning efforts are expected to make the Campbell Avenue corridor more attractive to businesses.

- Odd Fellows Road. The extension of Odd Fellows Road to Route 460 and the accompanying interchange have been proposed for several years. These improvements have a significant amount of public support from businesses and industry in the area, for reasons of both safety and convenience. Due to the lack of funding for the extension/interchange, it will be at least several years before it is built. However, once the extension/interchange is in place, a significant increase in truck and vehicle traffic is expected on Route 460. The traveling public will also have more direct access to hotels and restaurants on Odd Fellows Road.
- The Clanders Mountain Road area. There are numerous hotels, motels, and restaurants, as well as the River Ridge Mall and other shops located in this area. They represent competition for businesses located in the Village Center, especially for traffic northbound on Route 460.
- The Wards Road area. The recent development of “big box” retail in this area, as well as the presence of other retail and restaurants, means that many travelers southbound through the Tyreeanna/Pleasant Valley neighborhood will be headed directly for this area.
- The portion of Amherst County around the Madison Heights Bypass/210 Connector interchange. Amherst County is planning for commercial and residential development near this interchange and, while it does not yet have water and sewer service, county planners recognize its potential for “big box” commercial, as well as smaller businesses. A large shopping center could rival the development along Wards Road in Lynchburg. Such a development could be formidable competition for the Village Center. Traffic southbound on the Bypass will go through this interchange just before it reaches Lynchburg.

4. The Current City Landfill: Post-Closure Uses

The City’s current landfill is scheduled to close in 2014, with waste management operations possibly moving to the new landfill site on the other side of Concord Turnpike.

At the time of closure, the City will follow the state-approved closure plan for capping the landfill. Once the cap is in place, the landfill site may be used for other activities, known as “post-closure uses.” There are two primary concerns that will affect the selection of post-closure use: subsidence and preservation of the landfill cap. The closure plan requires that the landfill be monitored for 30 years after closure. During this 30-year period, any activities are restricted to those that will not penetrate or damage the cap. So, any structures are likely to be cost-prohibitive, because they require special foundations to protect the cap and prohibit the escape of landfill gases. Any landscaping with deep roots, such as trees, is not appropriate because those roots might penetrate the cap. The collection system for methane gas must also be maintained and monitored, and the gas either collected and used or vented.

The City's post-closure vision for this area is a type of park facility to serve the neighborhood and the entire City. The City's Parks & Recreation Department will be responsible for the planning, construction, operation, and maintenance of the facilities, with input from other City departments.

The Decision-Making Process. The Parks & Recreation Department staff (P&R staff) has indicated that they would like to begin the process of choosing a post-closure use or uses in the near future. P&R staff recognizes the importance of neighborhood input into this process. P&R staff has conducted preliminary research on post-closure uses and plans to set up a citizen design committee with representatives from Tyreeanna/Pleasant Valley and other neighborhoods, as well as other City departments and resource people. This committee will be charged with investigating possible post-closure uses and making a recommendation to the City Council about the use, including possible funding sources.

In order to ensure that funds are available, whether they are City funds from the Capital Improvement Program (CIP) or private funds in partnership, it is essential that plans be made well in advance of the time construction would begin.

Another important reason to begin planning for the post-closure uses soon is that, if any changes are needed in the landfill closure plan to accommodate the use, the closure plan will need to be amended. Depending on the magnitude of the changes to the closure plan, approval of the amended closure plan can take anywhere from two months to two years. There would also be an expense involved to amend and approve the closure plan that would need to be included in the City's budget.

Planning Principles to Guide the Choice of Post-Closure Use(s). Several important planning principles will help guide the selection process:

- Begin the process soon after completion of this neighborhood plan to allow sufficient time for an effective planning process, for alterations in the landfill closure plan (if necessary), for inclusion in the City's Capital Improvement Program (CIP), and for private fund-raising.
- Include representatives from neighborhoods throughout the City, especially the Tyreeanna/Pleasant Valley neighborhood.
- Include representatives from all affected City departments and agencies.
- Consider and evaluate the broadest possible range of potential uses.
- Develop criteria for choosing among the possible uses that reflect the City's and the neighborhood's needs.
- Pay special attention to the potential impacts on the Tyreeanna/Pleasant Valley neighborhood, such as traffic, noise, litter, lights, and others.
- Establish a goal—at the outset—of creating a real amenity that enhances the quality of life for the City and the neighborhood.

Possible Post-Closure Uses. There are two types of post-closure uses, those that could be constructed as soon as the landfill is capped and those that would be unsuitable until subsidence of the landfill slowed or stopped. Subsidence is the natural result of waste decaying and methane gas escaping from the landfill. The weight of the waste that remains

on top of the spaces left when waste decays or gas escapes causes the waste to fill up the space. Eventually, a depression or hole may form on the surface. These holes can be dangerous if stepped in unexpectedly or, at the very least, can be unsightly in a well-manicured surface. So, uses such as ballfields or golf courses are considered long-term uses and will not be considered until the City can be sure subsidence has stopped or become minimal.

However, there are a number of attractive uses that can be constructed and used as soon as the landfill is closed and capped. It is important to point out that the area is large enough to accommodate more than one of these uses. In fact some of them, as indicated in the descriptions below, would be very complementary to each other.

Natural Habitat Area. The area would be planted with native grasses and shrubs to encourage the gradual development of a natural area. It would serve as a home for wildlife and would be compatible with the wildlife viewing area, walking trails, and picnic areas.

Wildlife Viewing Area. The area would be designed to encourage wildlife to move into the area. Viewing platforms and viewing blinds could be constructed to allow visitors to observe wildlife, such as birds, mammals, and insects. A nature trail pointing out the features of the area would be appropriate and might also include a description of how the landfill was turned into an area suitable for wildlife. Both this area and the Natural Habitat Area would be managed so that trees would not be allowed to grow in the area directly above the landfill cap. Areas around the edges of the filled area would support trees and create an attractive “edge” for wildlife.

Walking Trails. The popularity of trails throughout the City demonstrates the public’s wish for safe and attractive places to walk. Trails could be laid out throughout this area, in combination with both passive uses—natural habitat/wildlife viewing—and passive recreational uses, such as picnic areas, a playground, and/or community gardens.

Biking Trails. Just as with walking trails, there are many bike enthusiasts in the City. Trails with both flat and hilly areas are attractive, as are companion uses such as picnic areas. If both walking and biking trails are planned, care should be taken to avoid conflicts between walkers and bikers.

Picnic Area. The views from the site are expected to be spectacular, so tables with or without shelters would be a great place for friends and families to visit and eat. Such an area may need to be located near a restroom facility, which might be constructed where the landfill operations buildings are now (since that area will not be filled, structures will be possible).

Passive Recreation Area. This is envisioned as a field, where grass would be mowed more often than a natural area would be. Shorter grass would enable users

to throw frisbees and engage in similar activities that did not require formal field facilities with lines and goals or backstops.

Community Gardens. Users could grow flowers and/or vegetables in individual plots that would be administered by P&R staff. Users would be required to sign up before the growing season began and agree to abide by certain rules governing plant types, use of chemicals, cleanliness, and other matters. Community gardens would be compatible with several other uses. One attractive pairing would be to have a playground nearby for children while parents worked on their gardens.

Playground. This would be a small area with swings, slides, merry-go-rounds, and similar equipment. There should also be benches and shade for parents and caregivers. During the planning process, consideration should be given to locating this type of facility near restrooms.

Dog Park. Other localities have provided areas where residents could bring their dogs to run off the leash. A dog park would not take up a very large portion of the site. The dog park could be fenced, if necessary, to keep the dogs from running into other areas. Some Tyreeanna/Pleasant Valley residents indicated at the Public Workshop that they did not like the idea of a dog park, so additional information may be necessary to demonstrate that this use can be a positive one. The use of a dog park may also need to be monitored to ensure compliance with rules governing its use and to determine if it is functioning appropriately.

Environmental Education area. This would be a small area that explains through the use of exhibits how the landfill became a park. The exhibits could be arranged in the form of kiosks or along a trail. An environmental education area would be very compatible with a special recycling area.

Special Recycling area. This would be a sheltered area where people could drop off used, but still useful items and take home items they could use. Other communities have successfully implemented this type of program. However, it does require monitoring to ensure that the items to be recycled can still be used and are not simply being left to avoid the cost or nuisance of disposing of them. Typically, the area is checked on a weekly basis and items remaining after a certain amount of time are donated or disposed of.

Tyreeanna/Pleasant Valley Resident Rankings. At the Public Workshop in February 2003, participants were invited to complete a questionnaire. One question gave them the opportunity to rank these potential post-closure uses. Some participants simply checked off the uses they would like to see in the area, others ranked them “1,” “2,” “3,” and so on. In the table below, the “Votes” column counts all those who either checked or ranked the use. Then, the number of first, second, third, and fourth place votes are tallied. While the number of participants who responded to the question is small (16), their preferences represent the City’s first chance to see what uses might be most attractive.

Landfill Post-Closure Use Preferences	Votes	1st	2nd	3rd	4th
Natural habitat area	5	1			
Wildlife viewing area	1				
Walking trails	11	1	1	2	
Biking trails	8	2		1	1
Picnic area	6		2		
Passive recreation area	5		1	1	
Community garden	3				1
Playground	4			2	1
Dog park (for dogs to run off-leash)	1				
Environmental education area	3				
Special recycling area	3				
Other—no suggestions given	none				

5. The New City Landfill

During the past 20 years, the City has acquired over 150 acres in the area between Concord Turnpike, Nickerson Road, Meadhill Lane, and the James River to serve as a possible future landfill site once the existing landfill closes in 2014.

The City's Waste Management Division expects to begin preliminary engineering studies about the new site. These studies will help determine:

- Which areas are suitable for landfilling.
- Where landfilling would begin, and the order in which other areas would be filled.
- What types of buffers could be used and where they would be located to mitigate any impacts on the neighborhood.
- Where trees should be planted now to give them the maximum time to grow into a screen or buffer before landfilling begins.

It is essential for future neighborhood planning that engineering studies be performed to determine the effects of the site's topography on potential odors and blowing litter. The City should also determine, during this engineering study, whether and under what circumstances a new landfill would be visible from the Madison Heights Bypass/James River Bridge. If this new landfill would be visible and if there is no way to screen the landfill adequately, another waste disposal method and location may be advisable; encouraging new development in the Tyreeanna/Pleasant Valley area only to have travelers' first view of Lynchburg be of the landfill is counterproductive.

The City should also consider the option of joining a regional solid waste disposal program or project. If a feasible alternative to the new landfill could be found, the City could preserve this property for another use. It should also be noted here that, if the City turns to an alternative method of solid waste disposal (other than landfill), an alternative disposal method will be needed for the sludge from the wastewater treatment plant.

6. The “Old Route 460” or “Pleasant Valley Boulevard.”

The section of the existing Route 460 that will be bypassed by the new section has been called “old” Route 460 during the planning process. At the Public Workshop in February 2003, neighborhood residents requested that the “old” Route 460 be renamed “Pleasant Valley Boulevard.” Since there is already a “Tyreeanna Road,” renaming this stretch of Route 460 would honor the Pleasant Valley part of the neighborhood and eliminate the confusion about “old” and “new” sections of Route 460. “Pleasant Valley Boulevard” is, therefore, used to indicate “old” Route 460 for the remainder of this section. Campbell County staff will be consulted to ensure that there are no other “Pleasant Valley boulevards” in the County that might result in confusion and to request that the County support the change of name by renaming its portion “Pleasant Valley Boulevard,” too.

The portion of Pleasant Valley Boulevard that is inside the City boundary should be attractively landscaped and signed. The boulevard will go over the Madison Heights Bypass on a two-lane bridge at the beginning of the Route 29/460 interchange. Pleasant Valley Boulevard continues westbound past the Pleasant Valley Baptist Church and a series of homes.

One small commercial node remains developable at the intersection of the Concord Turnpike and the boulevard. The parcels on each side of Concord Turnpike and north of the boulevard are designated Neighborhood Commercial on the Tyreeanna/Pleasant Valley Future Land Use Map. A convenience store with gas pumps now occupies one of these parcels. The traffic light now at the intersection of Concord Turnpike and Pleasant Valley Boulevard will be removed and, possibly, replaced with a four-way stop sign.

The Tyreeanna/Pleasant Valley Future Land Use Map shows Pleasant Valley Boulevard terminating at a roundabout, from which access will eventually be provided to the park facility that will replace the existing landfill. This “green spine” leading from the boulevard to the new park should be attractively landscaped as a neighborhood amenity. The view from this roundabout northwest could be very attractive.

Once VDOT opens the new Route 460, Pleasant Valley Boulevard traffic is expected to decrease dramatically. In view of this decrease, VDOT plans to build a two-lane bridge to carry the boulevard over the Bypass, rather than a four-lane bridge. The two outer lanes on the boulevard may be landscaped and used for parking and bicycle traffic. The roundabout at the end of the boulevard should be attractively landscaped and signed to indicate nearby destinations.

Residents of homes along Pleasant Valley Boulevard will benefit from the decrease in traffic; it will be easier for them to enter/exit their driveways and there will be less traffic noise. Combined with the decrease in odors expected when the existing landfill closes, this area could become very attractive for additional residences. However, unless sewer is provided in this area, new housing may not be viable.

Design Guidelines for the Tyreeanna/Pleasant Valley Neighborhood

These guidelines are intended to assist in designing future development in the Tyreeanna/Pleasant Valley neighborhood. Whenever new development is proposed, and rezonings or conditional use permits are sought, these guidelines should be consulted. Department of Community Planning and Development staff will encourage developers to follow these guidelines.

1.0 Create a positive neighborhood identity.

- 1.1 Install attractive entrance signs at gateways, as illustrated in Figure 1. [All figures are found at the end of this section and will be incorporated into the text in the final plan] Complement the signs with easy to maintain landscape plants that provide year-round color. Include spring and summer flowers. Invite neighborhood groups to contribute to the planting and maintenance of flowerbeds.
- 1.2 Use the neighborhood logo, shown in Figure 2, in entrance signs and street signs. Encourage businesses and institutions to use the logo in their signage.
- 1.3 Select a family of outdoor furniture for the neighborhood, including a bench, trash receptacle, and light standard. Figure 3 shows a prototypical palette. Install them in public parks. Encourage their use in private development.
- 1.4 In consultation with the City's Urban Forester, develop a signature palette of street trees for installation when streets are upgraded and when new streets are built.

2.0 Do not allow Route 460 and the landfill to dominate neighborhood life.

- 2.1 Limit direct access to Route 460, as recommended in the access management plan.
- 2.2 Create a loop circulation system, as shown on the neighborhood future land use map, that allows residents to travel throughout the neighborhood without using Route 460.
- 2.3 Orient the fronts of new buildings internally to the neighborhood and away from Route 460, but ensure that new development presents an attractive view for through travelers by:
 - 2.3.1 Installing an evergreen landscape screen (staggered double row) along Route 460 to limit views of rear building facades and loading areas, or
 - 2.3.2 Presenting a finished rear building façade to Route 460 with screened or enclosed loading areas, dumpsters, utility meters, junction boxes, and transformers. Provide accent landscaping. Section 6.0 provides further guidance.
- 2.4 Maintain wooded buffers and plant evergreen screens along the Nickerson Road and Concord Turnpike frontages of the new landfill as follows:
 - 2.4.1 Maintain on landfill property a wooded buffer of at least 150' depth along the north side of Nickerson Road. Supplement this buffer with evergreen trees as needed to hide views of the landfill area.
 - 2.4.2 Maintain on landfill property a wooded buffer, where natural woodlands occur, of at least 75' depth along Concord Turnpike. Supplement this

- buffer with evergreen trees as needed to hide views of the landfill area. Where natural woodland is not present along Concord Turnpike, plant an evergreen screen (staggered quadruple row) to hide landfill views.
 - 2.4.3 Revise these recommended buffers once a detailed landfill plan is prepared. Involve the Tyreeanna/Pleasant Valley Neighborhood Plan Implementation Committee (NPIC) in the determination of the ultimate specifications for buffers and screens.
 - 2.4.4 Utilize black-plastic-clad chain link perimeter fencing for the new landfill.
 - 2.5 Locate the entrance to the new landfill on Concord Turnpike.
 - 2.5.1 Locate the entrance to the new landfill as far from residential areas as possible given sight distance and functional limitations.
 - 2.5.2 Design a curved entrance road that arcs behind the buffer and does not present a direct view of the entrance from Concord Turnpike.
 - 2.5.3 Locate gates and fencing behind the inside edge of adjacent buffers and screens.
 - 2.6 Locate landfill buildings so as not to be visible from Nickerson Road or Concord Turnpike, or design buildings that are visible to be residential in scale with attractive facades on visible sides. Review plans and architectural renderings for visible buildings with the NPIC.
 - 2.7 Provide a wooded trail corridor of at least 50' width along the western border of the new landfill, as shown on the neighborhood future land use map.
- 3.0 Promote the conservation and rehabilitation of existing residential areas.
- 3.1 Promote the infill of new housing on vacant lots that is compatible in location and scale with existing houses.
 - 3.2 Ensure that additions are compatible in scale with their primary structures and with surrounding houses.
 - 3.3 Place new garages to the side or rear of houses to avoid a front façade dominated by garage doors.
 - 3.4 Ensure that new public facilities and institutions introduced into residential neighborhoods are compatible in location, scale and building materials.
 - 3.5 Make public investments in the completion of the grid street system, including continuous sidewalks and street trees.
 - 3.6 Save monarch trees (diameter at breast height of 10 inches or more) and quality woods and vegetation where possible.
 - 3.7 Utilize the design guidelines contained within the following illustrative drawings (Figure 4, Existing Conditions, and Figure 5, Rehabilitated Neighborhood) to guide new infill development and public investment.
- 4.0 Create new housing areas of character and distinction.
- 4.1 Utilize minimum allowable setbacks to bring houses closer to the street and to foster neighborliness. The front yard becomes the outdoor living room for socializing, while the back yard provides private outdoor space.
 - 4.2 Incorporate usable front porches, stoops or patios. Provide a walkway from the front door to the public sidewalk.

- 4.3 Place garages to the side or rear of houses to avoid a front façade dominated by garage doors. Rear alleys may be used to provide access to garages.
 - 4.4 Provide continuous sidewalks and street trees along all street frontages.
 - 4.5 Design a connected street system modeled on the grid with modifications made for topographic and other environmental constraints.
 - 4.6 Save monarch trees (diameter at breast height of 10 inches or more) and quality woods and vegetation where possible.
 - 4.7 Preserve steep stream valley ravines and swales in open space to create a connected system of greenways, as shown on the neighborhood future land use map.
 - 4.8 Provide new residential area entrance signs that incorporate the neighborhood logo.
- 5.0 Organize new commercial development south of Route 460 into a mixed use Village Center.
- 5.1 Create a memorable place of distinct character, a place like a traditional small town downtown or neighborhood mercantile area within a vibrant mixed housing residential neighborhood as illustrated in Figure 6. This illustration shows a “Core Area,” where mixed use buildings line a “Main Street” as well as a “transitional areas.” Transitional Area A, along Route 460, includes well-designed highway commercial buildings as well as large neighborhood-serving retail uses (e.g., grocery store, drugstore). Transitional Area B offers small office and higher density residential uses (apartments and townhouses) that provide a transition to the surrounding single family neighborhood. Figure 6 is a concept plan for the village center and so is to provide a guide for private development rather than an exact design. The actual layout of roads and buildings and the boundaries between the core and transitional areas may vary from those shown when private development proposals are approved.
 - 5.2 Design, size and locate buildings in the Core Area as follows:
 - 5.2.1 Buildings should address the street or a public square. Primary doorways open onto the street or square and are designed to attract people to enter from the sidewalk. Front facades contain ample windows and style elements that add interest and character.
 - 5.2.2 Secondary doorways should be provided to rear parking lots. Rear facades should also contain visual interest features (windows and/or style elements) though the level of such ornamentation may be less than that provided on the front façade.
 - 5.2.3 Buildings should be built on or close to the front property line with articulation of the façade to provide visual interest or spaces for outdoor seating or an outdoor eating area.
 - 5.2.4 A common set of design organizational elements (e.g., materials palette, cornice lines, window style, etc.) should be used in all buildings in the Core Area.
 - 5.2.5 Building heights may be up to four stories.
 - 5.2.6 Buildings should have floorplates of 40,000 square feet or less. Buildings with floorplates greater than 20,000 square feet should exhibit

variations in the front façade that make the building appear as multiple buildings rather than one large building. This may be achieved through façade articulation, roofline variation, and/or changes in materials/colors.

- 5.3 Design, size and locate buildings in Transitional Area A as follows:
 - 5.3.1 Buildings should orient toward the Village Center rather than Route 460. Buildings should address the street on at least one side though primary doorways may face onto parking lots. Facades fronting streets should contain ample windows and style elements that add interest and character.
 - 5.3.2 Where rear parking is provided, rear facades should also contain visual interest features (windows and/or style elements), though the level of such ornamentation may be less than that provided on the street façade.
 - 5.3.3 Buildings should have floorplates of less than 60,000 square feet. Buildings with floorplates greater than 20,000 square feet should exhibit variations in the front façade through façade articulation, roofline variation, and/or changes in materials/colors.
 - 5.3.4 One and two-story buildings are most appropriate for Transitional Area A, though some buildings, such as motels and hotels, may have up to four stories.
- 5.4 Design, size and locate buildings in Transitional Area B as follows:
 - 5.4.1 Buildings should address the street, a public square or green space. Primary doorways open onto the street, square, or green space. Front facades contain ample windows and styles elements that add interest and character.
 - 5.4.2 Secondary doorways should be provided from rear parking lots. Rear facades should also contain visual interest features (windows and/or styles elements) though the level of such ornamentation may be less than that provided on the front façade.
 - 5.4.3 Buildings should be built close to the front property line with articulation of the façade to provide visual interest.
 - 5.4.4 Non-residential buildings should have floorplates of 20,000 square feet or less.
 - 5.4.5 Building heights may be up to four stories.
- 5.5 Refrain from disjointed suburban strip development (Figure 7) where:
 - 5.5.1 Buildings are developed as separate projects having little in common with or no connections to adjacent buildings.
 - 5.5.2 Most or all buildings are set back from the street and address massive parking lots rather than the street.
 - 5.5.3 The streetscape is dominated by standard chain-store architecture.
- 5.6 Offer a vibrant mix of uses in the Village Center to include: retail, restaurant, office, entertainment, personal service, lodging, and townhouse or multifamily residential uses.
- 5.7 Incorporate a neighborhood pocket park or square connected to the proposed greenway system either by adjacency or by sidewalk or trail.
- 5.8 Provide adequate parking, but do not allow it to dominate the landscape:

- 5.8.1 Locate off-street parking lots to the rear or side of buildings. Within Transitional Area A, some buildings may have front parking lots if other buildings are placed along the street to reduce the visual impact of the parking lot from the street.
- 5.8.2 Parking lots along streets should be screened with landscaping or low fences or walls.
- 5.8.3 Design and construct well-landscaped parking lots, as described in 6.1.3.
- 5.9 Utilize a grid pattern of streets with modifications made for topographic and other environmental constraints. Enhance the streetscape with:
 - On-street parking
 - Sidewalks
 - Street trees
 - Street furniture: the Tyreeanna / Pleasant Valley neighborhood bench, trash receptacle, and light standard.
- 6.0 Enhance the aesthetic quality and limit the traffic impacts of all commercial and industrial development.
 - 6.1 Improve the appearance of parking lots:
 - 6.1.1 Where feasible, locate parking to the rear or sides of buildings.
 - 6.1.2 Screen views of parking lots from roads with hedges, low fences, low walls, or, in areas outside the village center, landscaped berms. (Figure 8)
 - 6.1.3 Provide perimeter and internal parking lot landscaping with at least fifteen percent (15%) of the area of surface lots dedicated to landscaped areas. Provide shade trees in these landscaped areas at a rate of at least one tree for every 10 spaces.
 - 6.2 Reduce the impact of utility elements:
 - 6.2.1 Incorporate mechanical equipment and service functions into the overall design theme of the building, site, and landscape. They should not be visually jarring add-ons.
 - 6.2.2 Locate or screen rooftop mechanical equipment so that it is not visible from public streets. (Figure 9)
 - 6.2.3 Enclose or screen transformers, utility meters, junction boxes, conduits, and connections.
 - 6.2.4 Do not locate dumpsters in prominent locations. Screen them with opaque fences or walls.
 - 6.2.5 Place loading docks on the side of building away from public view or otherwise screen them with landscaping, opaque fences, walls, or doors. (Figure 10)
 - 6.3 Use signage with restraint.
 - 6.3.1 Sky signs, roof signs, or off-premise signs are inappropriate in Tyreeanna / Pleasant Valley.
 - 6.3.2 Wall and window signs shall be used in the Core Area of the Village Center.

- 6.3.3 Wall, window, and monument signs shall be used in other nonresidential areas.
 - 6.3.4 Buildings should be designed with thought given to the future placement of signs. Signs should complement the architecture of the building. They should not obstruct architectural elements and details that define the design of the building. The placement of signs should be orderly.
- 6.4 Reduce direct access to Route 460.
 - 6.4.1 New industrial uses west of the railroad tracks should use Campbell Avenue for primary access.
 - 6.4.2 New commercial areas should not access Route 460 directly.
- 7.0 Create a connected neighborhood through a grid system of streets, sidewalks, trails, and green spaces.
 - 7.1 Provide a connected system of streets modeled on a grid with modifications made for topographic and other environmental constraints. Cul-de-sacs should be avoided, though natural and constructed barriers may require their use in some circumstances.
 - 7.2 Incorporate sidewalks into existing streets and provide sidewalks along new streets. Sidewalks may be placed on one side of the street in single family detached residential areas, but should be provided on both sides of the street in higher density residential and commercial areas.
 - 7.3 Set aside open space along streams, ravines, and swales, as shown on the neighborhood future land use map, to create a neighborhood greenway system. Such open space areas may be preserved through easements or dedication as park land.
 - 7.4 Provide a connected system of trails as shown on the future land use map.
 - 7.5 Develop a major loop bicycle and pedestrian trail along old Route 460, the James River, the western edge of the new landfill, and through the old landfill park. Figure 11 illustrates a typical cross-section of the old Route 460 segment.
 - 7.6 Prepare a master plan for and develop, in consultation with the NPIC, a community park on the site of the current landfill (to be closed) with the following design features:
 - Attractive ground covers, flowers, and shrubs that stabilize the soil and do not compromise the integrity of the landfill cap.
 - Woodlands and natural vegetated habitat in areas where landfilling has not taken place.
 - Creative screens for gas vent pipes, wellheads, and other required landfill closure features.
 - Picnic facilities that are located to take advantage of views of the city skyline and the James River.
 - A system of walking and bicycling trails, including a portion of the major loop trail described in 7.5.
 - Other recreational uses as determined through the master planning process.

- 7.7 Prepare a master plan for and develop a linear park to connect the new former landfill park to Route 460. Figure 12 illustrates a conceptual design for this park.

Tyreeanna / Pleasant Valley Neighborhood Plan

Sympoetica



Neighborhood
Entry Sign
(Illustrative Concept)

Tyreeanna/Pleasant Valley Neighborhood

Figure 1



Neighborhood Logo

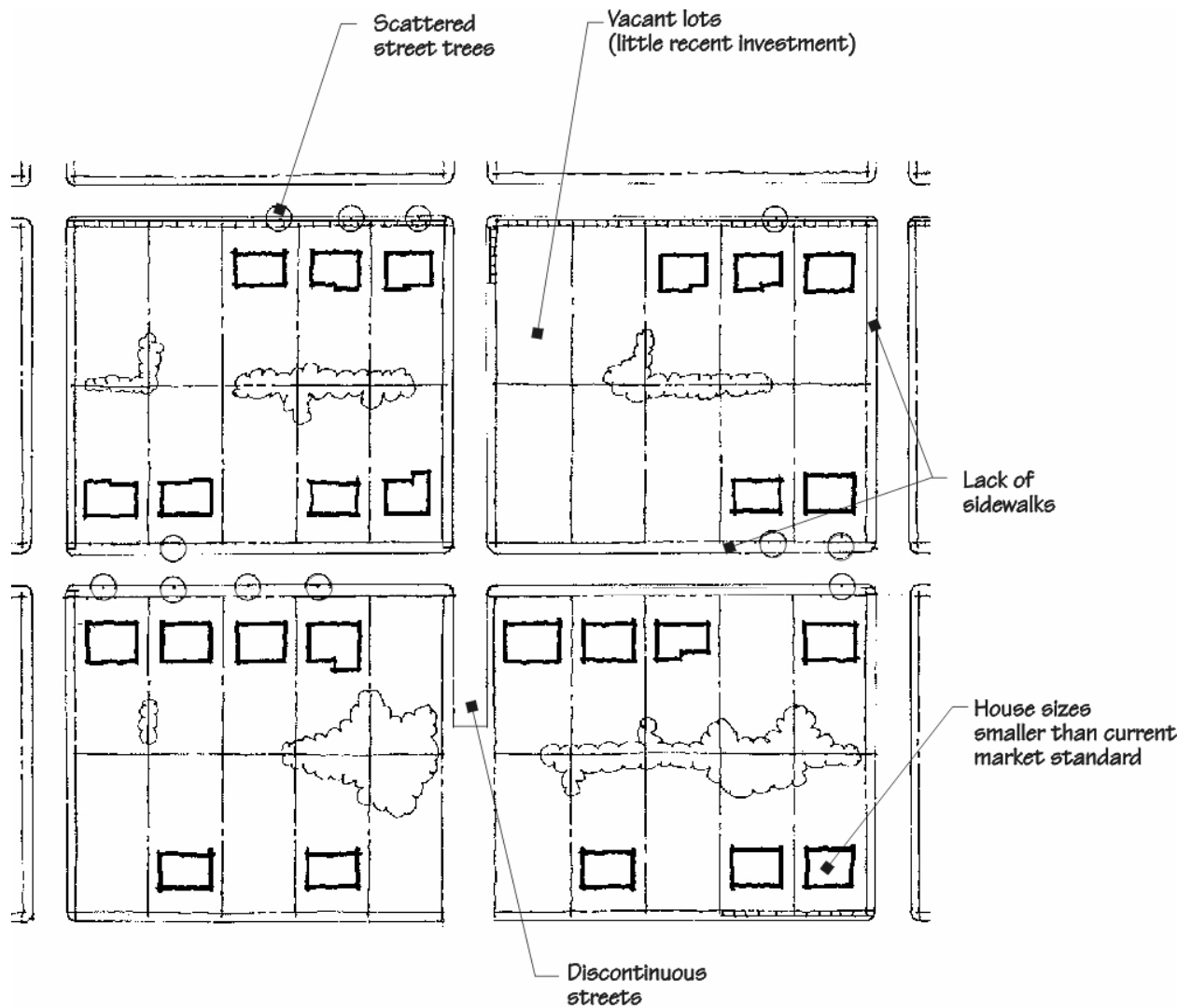
Tyreeanna/Pleasant Valley Neighborhood

Figure 2



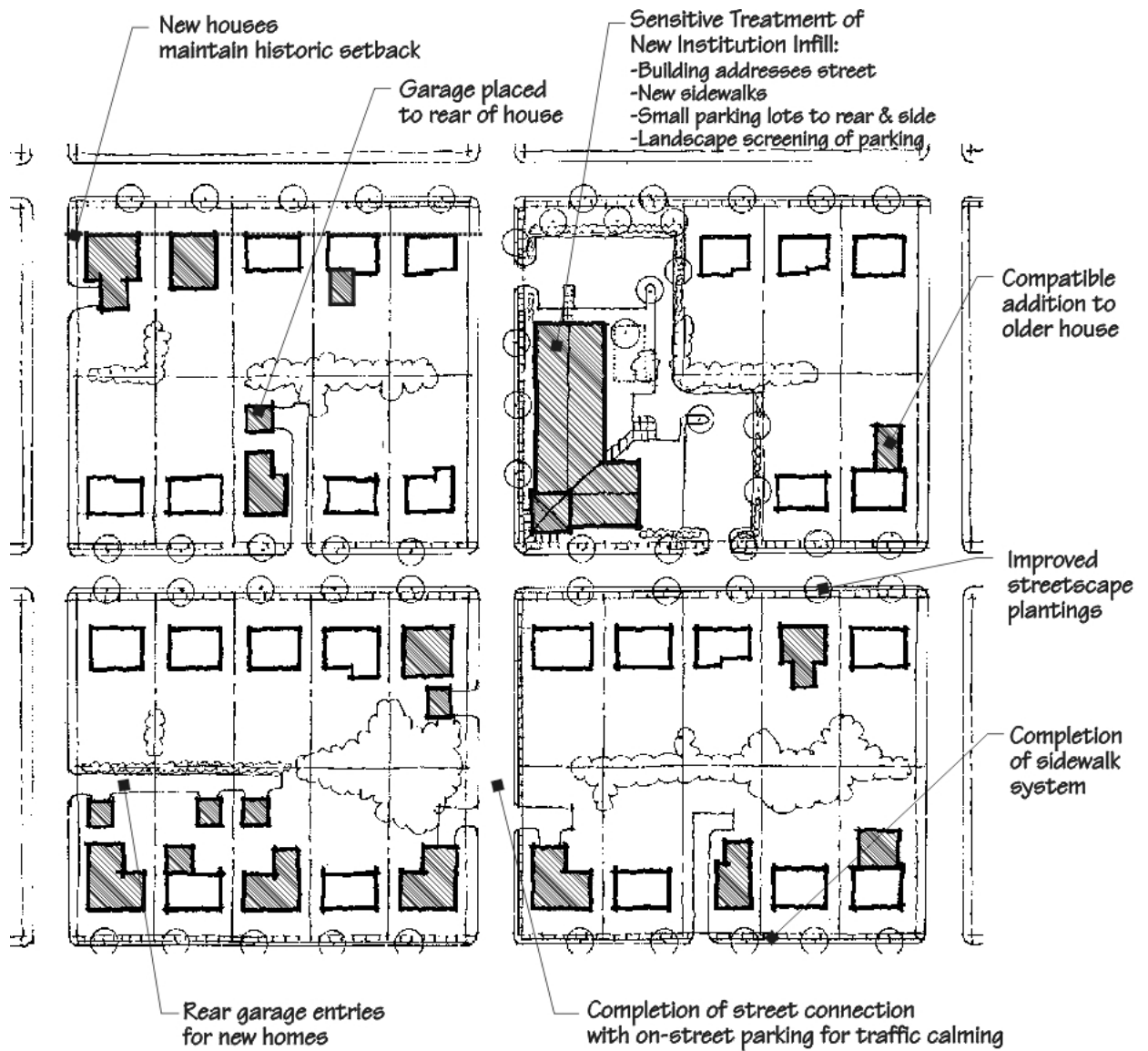
Prototypical Outdoor Furniture Palette
Tyreeanna/Pleasant Valley Neighborhood

Figure 3



Illustrative
Typical 2003 Neighborhood Conditions
Tyreeanna/Pleasant Valley Neighborhood

Figure 4



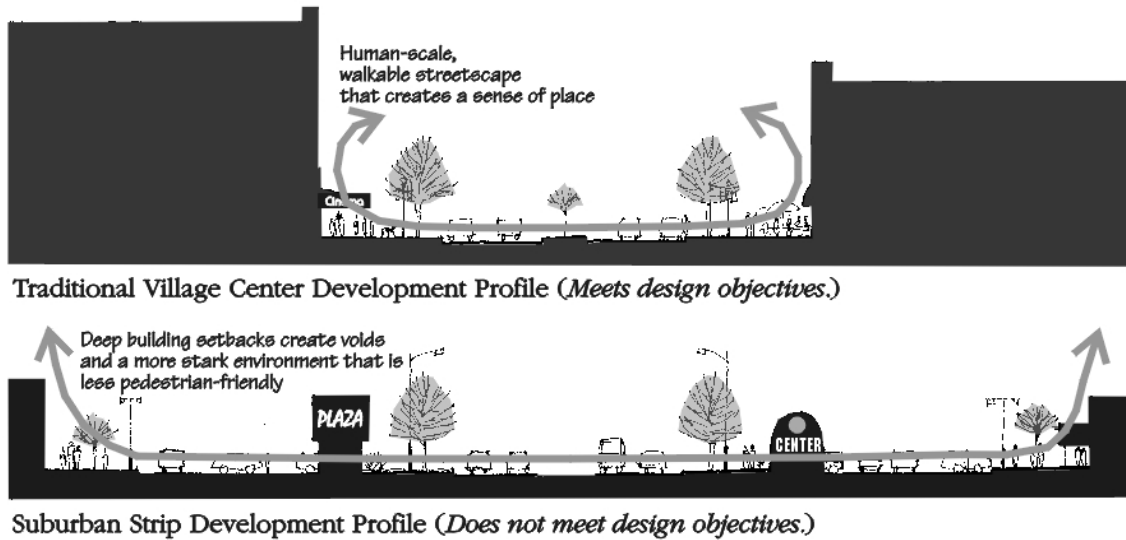
Illustrative

Typical Rehabilitated Neighborhood

Tyreeanna/Pleasant Valley Neighborhood

Figure 5

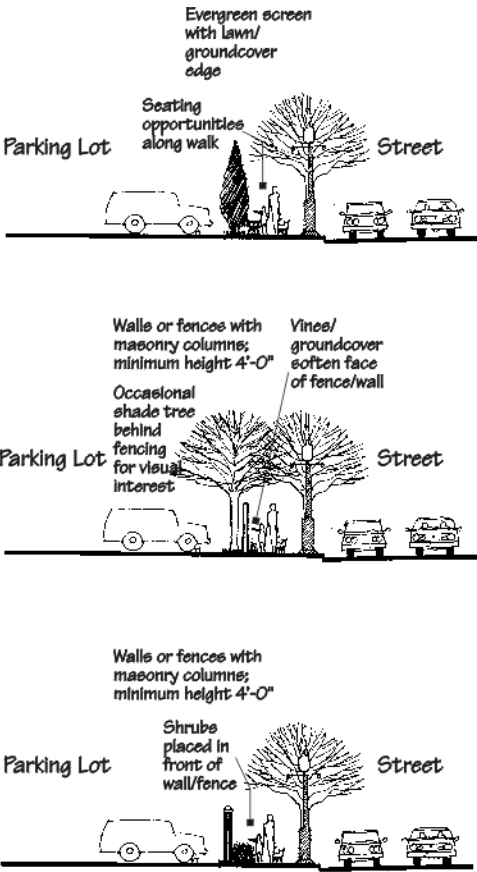
Figure 6 is in an 11” x 17” format and is located at the end of this plan.



Profiles of Development

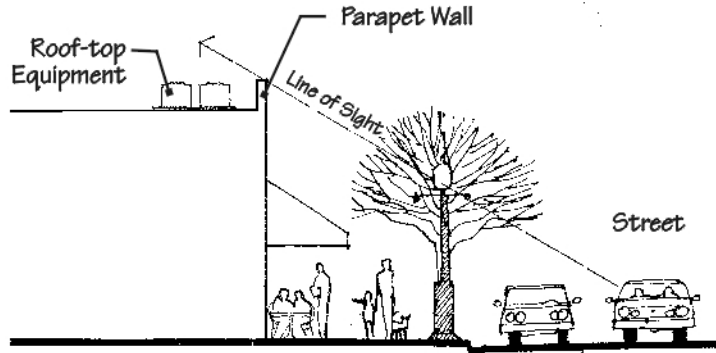
Tyreeanna/Pleasant Valley Neighborhood

Figure 7



Parking Lot Screening Options
Tyreeanna/Pleasant Valley Neighborhood

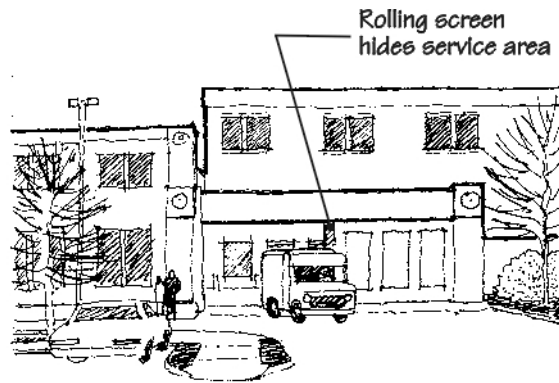
Figure 8



Screening of Roof-top Mechanical Equipment

Tyreeanna/Pleasant Valley Neighborhood

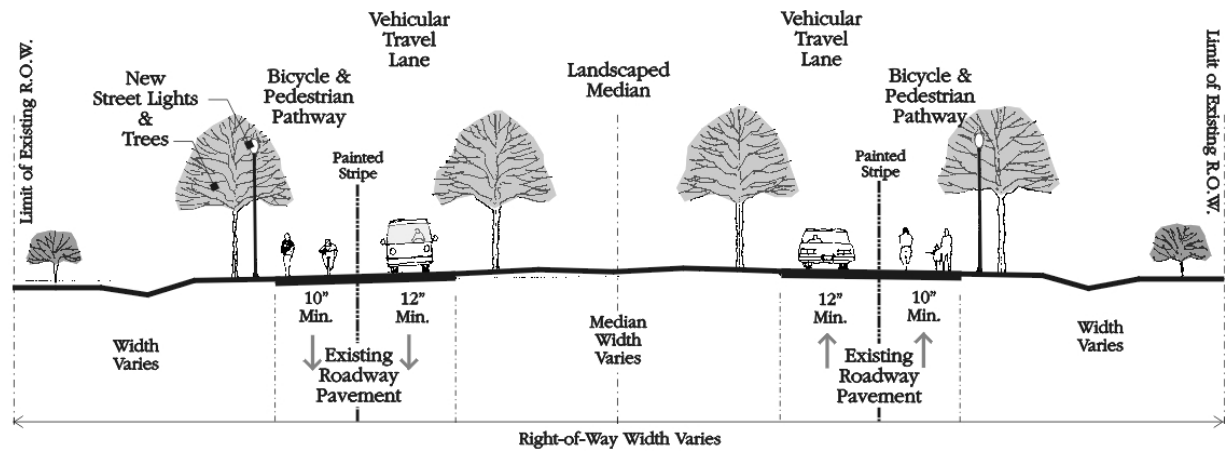
Figure 9



Screened Rear Compound for Loading Docks & Dumpsters

Tyreeanna/Pleasant Valley Neighborhood

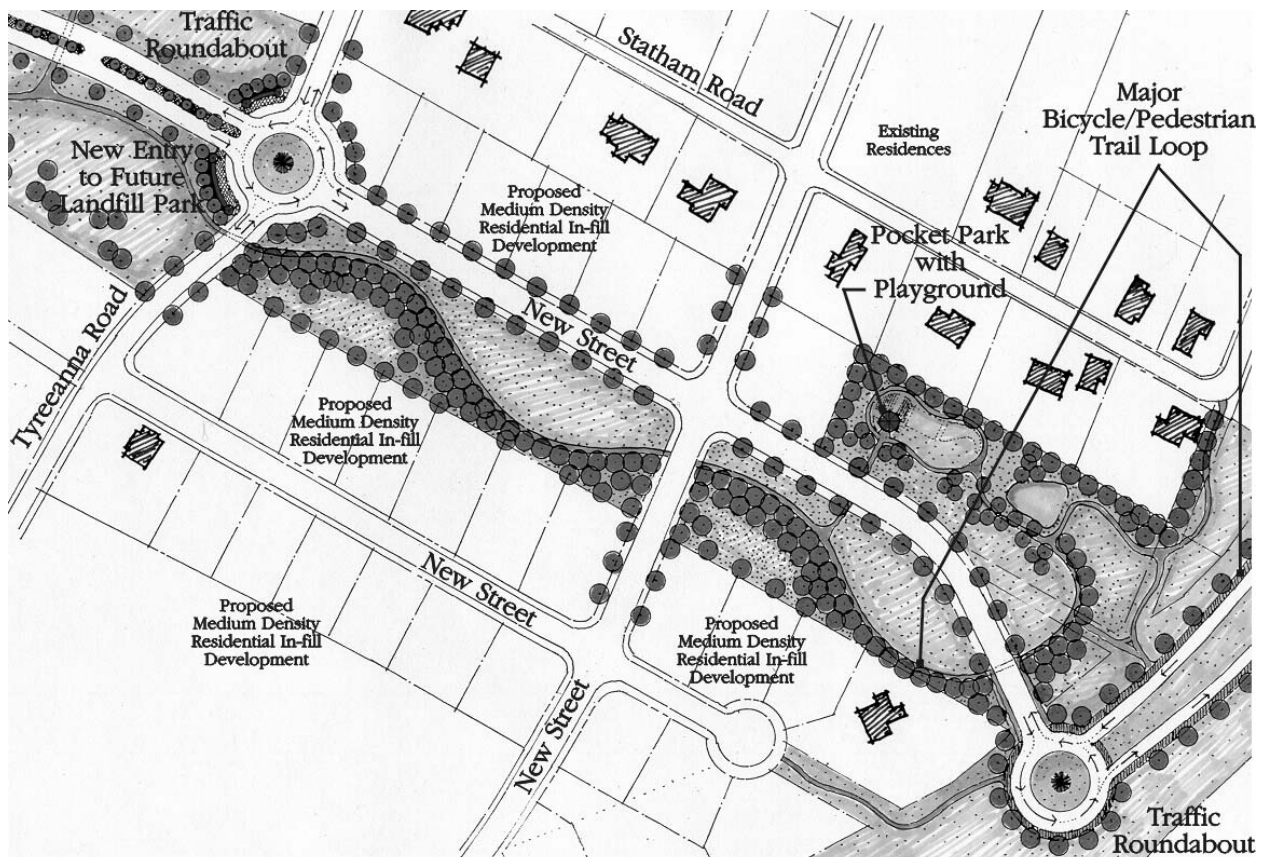
Figure 10



Old US Route 460
Bicycle & Pedestrian Pathway
(Illustrative Concept)

Tyreeanna/Pleasant Valley Neighborhood

Figure 11



Tyreeanna Greensward Park
(Illustrative Concept)

Tyreeanna/Pleasant Valley Neighborhood

Figure 12

6. Implementing the Neighborhood Plan

One of the primary concerns when preparing this neighborhood plan is its implementation. With limited City resources, the role and involvement of the neighborhood residents and business owners is critical for successful implementation. Typically, neighborhood improvements have occurred only when the neighborhood takes the initiative.

The City encourages each neighborhood—beginning with the Tyreeanna/Pleasant Valley Neighborhood—to recognize both its needs and its inherent ability to meet those needs. As briefly discussed with the Neighborhood Plan Steering Committee, the City will consider using a process known as “asset-based community development.” With this process, a neighborhood conducts an inventory to discover the capacities, skills, and assets that its residents can use to help implement the plan. Then, whatever assets are not present in the neighborhood may be supplemented by the City.

Once the Tyreeanna/Pleasant Valley Neighborhood Plan has been adopted as part of the City’s Comprehensive Plan, City staff will begin working with neighborhood residents to discover their assets. For example, many residents have participated in meetings held by the Utilities and Solid Waste Divisions for over five years. This persistence and concern could be channeled into participation in a neighborhood association (or other organization) that would monitor implementation of the plan. Similarly, the interest of the residents in the post-closure use of the City landfill indicates that they should be involved in a citywide committee to determine the future use or uses.

After adoption of this plan, the first step will be a neighborhood meeting to kick off the plan implementation process. This meeting will be hosted by the Neighborhood Services Division of the Community Planning and Development Department, in cooperation with the Planning Division, Utilities Division (Public Works Dept.), Waste Management Division (Public Works Dept.), Parks & Recreation Department, and other City departments. Representatives of the Virginia Department of Transportation (VDOT) will also be invited.

The kickoff meeting will represent the transfer of responsibility for ongoing plan implementation from the Planning Division to the Neighborhood Services Division. The major agenda items for this kickoff meeting will be:

- Present the new plan to the neighborhood and celebrate its completion.
- Introduce the concept of asset-based community development and identify neighborhood assets, capabilities, and other resources that will help in plan implementation.
- Encourage everyone to commit to work on tasks necessary for implementation.
- Encourage the formation of a neighborhood association open to all residents and business owners in the community.

- Indicate that an 8- to 12-member monitoring committee of neighborhood residents will be formed to oversee plan implementation. Members of this committee will represent the neighborhood in meetings with City officials and staff.
- Call for volunteers from the neighborhood to serve on the monitoring committee. Members of the Neighborhood Plan Steering Committee will be contacted prior to the meeting to encourage them to serve on the implementation committee. They would bring to the committee the perspectives of those who helped draft the plan.

Following the meeting, City staff will work with the newly formed committee to:

- Identify those skills and abilities that will be needed to carry out the various implementation strategies and that are not available in the neighborhood.
- Determine how to coordinate the neighborhood's ongoing involvement with the major roadway changes and how best to work with VDOT on these changes.
- Determine how to involve the neighborhood in the plan review process when a developer comes forward with a proposal for the Village Center area.
- Include the neighborhood in decision making for current and future public facilities in the area, such as the new landfill, sludge disposal, the wastewater treatment plant, and others.
- Represent the neighborhood whenever plans are presented to the City for rezonings, conditional use permits, subdivisions, or other planning efforts for sites in the Tyreeanna/Pleasant Valley neighborhood.
- Consider establishment of a Neighborhood Watch program.

The schedule for the kickoff meeting and subsequent activities will extend over the next two or three years, as neighborhood interest and City staff availability permit.

The Parks & Recreation Department will be responsible for establishing and conducting a formal selection process for the post-closure use(s) of the current City landfill. The process will be conducted on behalf of the entire City, since the use(s) will benefit the City as a whole. Participants in the planning process shall include representatives of:

- The Tyreeanna/Pleasant Valley neighborhood
- A variety of other City neighborhoods
- The Department of Community Planning and Development
- The Public Works Department, especially the Waste Management and Utilities divisions
- Others, as needed

This selection process will be scheduled over the next two or three years as City staff and resources become available.

Additional information about asset-based community development is given in *Building Communities from the Inside Out: A Path Toward Finding and Mobilizing a Community's Assets*, by John P. Kretzmann and John L. McKnight. A copy of this book is available for review in the Department of Community Planning and Development.